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

PA-RAST/69 Meeting Report

Mexico City, Mexico, 7 to 9 October 2025

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Acknowledgements

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

Special thanks are extended to Aeroméxico and *Servicios a la Navegación en el Espacio Aéreo Mexicano* (SENEAM) for providing the Meeting with an interesting presentation on airspace control safety-related issues.

Acronyms

ACSA	*Agencia Centroamericana de Seguridad Aeronáutica*
AFAC	*Agencia Federal de Aviación Civil*
ALTA	Latin American & Caribbean Air Transport Association
ANS	Air Navigation Services
ANSP	Air Navigation Service Provider
AP-RAST	Asia Pacific Regional Aviation Safety Team
ASIAS	Aviation Safety Information Analysis and Sharing Programme
ATR	*Avions de Transport Régional*
ATS	Air Traffic Services
AVSEC	Aviation Security
AWx	Adverse Weather (Operations)
BCAST	Brazilian Commercial Aviation Safety Team
C-CAST	Canadian Commercial Aviation Safety Team
CAA	Civil Aviation Authority
CAG	Collaborative Analysis Group (Canada)
CANSO	Civil Air Navigation Services Organisation
CAR/SAM	Caribbean and South American
CAST	Commercial Aviation Safety Team
CDI	Capacity Development and Implementation (Bureau)
CFIT	Controlled Flight Into Terrain
COCESNA	*Corporación Centroamericana de Servicios de Navegación Aérea*
CRM	Collision Risk Model
CST	Collaborative Safety Team
CST-CA	Central American Collaborative Safety Team
DAAIA	*Dirección de Análisis de Accidentes e Incidentes de Aviación*
EASA	European Union Aviation Safety Agency

ESC	Executive Steering Committee
FAA	Federal Aviation Administration
FDX	Flight Data eXchange
FIR	Flight Information Region
GAPPRI	Global Action Plan for the Prevention of Runway Incursions
GREPECAS	CAR/SAM Regional Planning and Implementation Group
GTE	GREPECAS Scrutiny Working Group
HRC	High Risk Category
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Air Line Pilots' Associations
IOSA	IATA Operational Safety Audit
IP	Information Paper
LHD	Large Height Deviation
LOC-I	Loss of Control In-flight
MAC	Mid-Air Collision
MEX	Mexico City International Airport (IATA code)
NACC	North American, Central American and Caribbean (ICAO Regional Office)
PAPI	Precision Approach Path Indicator
PA-RAST	Pan America – Regional Aviation Safety Team
PASOC	*Programa de Análisis de Seguridad Operacional de Centroamérica*
RA	Resolution Advisory
RASG-PA	Regional Aviation Safety Group – Pan America
RSA	RASG-PA Safety Advisory
RSIA	RASG-PA Safety Issue Alert
RVSM	Reduced Vertical Separation Minimum
SAM	South American (ICAO Regional Office)
SENEAM	*Servicios a la Navegación en el Espacio Aéreo Mexicano*
SMS	Safety Management System

SSP	State Safety Programme
TCAS	Traffic Collision Avoidance System
TMA	Terminal Manoeuvring Area
ToR	Terms of Reference
UPRT	Upset Prevention and Recovery Training
WP	Working Paper

Participants

A total of 9 States/Territories and 19 industry and international organizations, comprising 48 delegates participated in the PA-RAST/69 meeting. This broad and diverse representation reflects strong regional engagement and multisectoral collaboration that characterise the work of the Team. The variety of perspectives contributed by regulatory authorities, air navigation service providers, airlines, manufacturers, pilot associations, and international bodies further strengthened the collective efforts to enhance aviation safety in the Pan-American region.

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Summary of discussions

1. Opening remarks and agenda approval

1.1. Mr. Julio Siu, Deputy Regional Director of the International Civil Aviation Organization (ICAO) North American, Central American and Caribbean (NACC) Regional Office, opened the meeting by welcoming all participants and highlighting the continued growth and importance of the Pan America – Regional Aviation Safety Team (PA-RAST) as a collaborative platform for safety improvement in the Pan-American region. He underscored the value of active participation from both States and industry partners in addressing regional safety priorities through data-driven initiatives and emphasised ICAO's commitment to supporting the group's efforts in advancing the objectives of the Regional Aviation Safety Group – Pan America (RASG-PA).

1.2. Following the opening remarks, participants proceeded with individual introductions. The meeting then continued with the review of the agenda, which was unanimously approved.

2. Industry Session

Aeroméxico/SENEAM Presentation

2.1. Aeroméxico presented an update on the ongoing collaborative work carried out jointly with *Servicios a la Navegación en el Espacio Aéreo Mexicano* (SENEAM) and *Colegio de Pilotos Aviadores de México (CPAM)* concerning to the analysis of Traffic Collision Avoidance System (TCAS) Resolution Advisories (RA) within the Mexico City Terminal Manoeuvring Area (MEX TMA). The initiative represents a sustained and structured effort to identify underlying factors contributing to such events and to implement operational and procedural improvements aimed at reducing their occurrence.

2.2. Through a combination of data analysis, safety reports, and operational event reviews, the team observed a clear reduction in the number of occurrences during the period under review, suggesting that the corrective measures and continuous monitoring have had a positive effect. The results reflect not only improved adherence to procedures, but also the value of close coordination between Air Traffic Management (ATM) and flight operations teams.

2.3. The investigation revealed that the unique complexity of Mexico City's airspace, together with variations in controller experience and operational demands, played a role in these events. Additional challenges have included procedural deviations, weather-related factors, and occasional communication gaps between controllers and flight crews. Addressing these issues required targeted training and procedural reinforcement to strengthen operational consistency and situational awareness.

2.4. Ongoing efforts are centred on maintaining regular working sessions among all stakeholders to review progress and refine mitigation strategies. These collaborative activities are also supported by SENEAM and *Dirección de Análisis de Accidentes e Incidentes de Aviación* (DAAIA). In fact, joint sessions are already underway with SENEAM and will continue through established working groups aimed at improving Mexico Terminal Area and, soon, the Cancún Terminal Area, to enhance safety margins and efficiency within some of the region's most demanding terminal environments.

2.5. As next steps, Aeroméxico and SENEAM will continue working on the airspace redesign for the Mexico City and Cancún Terminal Manoeuvring Areas (TMAs). Progress will be reported at PA-RAST/71, based on the analysis of TCAS Resolution Advisories (RAs) and safety information provided by IATA/FDX and RASG-PA safety partners (**Action Item 13/2025**).

Canadian Commercial Aviation Safety Team (C-CAST) Presentation

2.6. Canada presented an overview of the Canadian Commercial Aviation Safety Team (C-CAST). C-CAST is an industry-led Collaborative Safety Team (CST), in which the regulator does not directly participate due to the absence of the necessary data protections in Canada. It is a voluntary programme that enables industry to collaborate by consolidating operational flight data from its members to support data driven studies and conducting safety issue analysis similar to the Commercial Aviation Safety Team (CAST)/Aviation Safety Information Analysis and Sharing (ASIAS) from United States and Data4Safety. C-CAST established a solid governance framework and documentation to support the activities of the group. C-CAST interfaces with Canada's Industry/Regulator CST through industry members of the Collaborative Analysis Group (CAG) that are also C-CAST members.

2.7. Meeting participants were reminded that the RASG-PA CST Guidance document identifies different models of operations that can be tailored to particular circumstances in each State. Ideally, regulators should participate in CSTs, but if conditions are not present, this should not prevent operators from organising themselves and working together for the purpose of improving safety. Participants were therefore encouraged to consider creative solutions to enable safety collaboration among safety partners.

3. CST Status

BCAST

3.1. In Brazil, the Brazilian Commercial Aviation Safety Team (BCAST) highlighted ongoing activities of its Training and Human Factors Working Groups. The Training Group recently conducted a workshop focused on lessons learned from the implementation of the Upset Prevention and Recovery Training (UPRT) programme, with the objective of sharing best practices and enhancing training effectiveness across the national aviation community. Meanwhile, the Human Factors Group is developing a reference list of approved medications that, while legally permitted, may nonetheless have an impact on pilot's performance. These initiatives reflect BCAST's continued commitment to addressing both technical and human aspects of aviation safety through a proactive and collaborative approach.

CAG

3.2. In Canada, the CAG continues to make progress on implementation of a series of safety enhancements to help in mitigating the risk of unruly passengers (e.g. de-escalation procedures, regulatory changes, revised guidance for coordinating response to unruly behaviour, and social media communication campaign). The CAG also highlighted the latest progress in the bowtie analysis performed on ground operations, where the group has identified critical barriers, assessed their effectiveness, and recently developed and assessed the implementability of potential mitigations options. By the end of the calendar year, the CAG will be prioritizing mitigations for implementation.

CST-CA

3.3. In relation to the Central American Collaborative Safety Team (CST), the Meeting received an update on the progress of this regional initiative, developed in coordination with the six Central American States. The CST builds on the foundations of the former Central American Safety Data Programme (PASOC, from the Spanish *Programa de Análisis de Seguridad Operacional de Centroamérica*), which was discontinued before implementation as a result of the pandemic and subsequent organisational changes.

3.4. Supported by European Union Aviation Safety Agency (EASA), the current phase follows a revised methodology aimed at strengthening State-level safety reporting systems. The objective is to provide States with the necessary tools to collect and manage safety data effectively, while ensuring that service providers share relevant safety information gathered through their Safety Management Systems (SMS).

3.5. Two practical exercises have been completed so far. In El Salvador, work carried out in July resulted in the State implementing the new data collection tool and establishing agreements for weekly data transfers between the service provider and the authority, thereby promoting process sustainability. In Guatemala, the model was replicated in August 2025, involving the Air Navigation Service Provider (ANSP), major operators, and the airport authority. The exercise confirmed that most service providers hold significant safety data within their SMS, which needs to be systematically transferred to the State.

3.6. The next activity is planned for Costa Rica, likely in the first quarter of 2026. The intention is to apply lessons learned from El Salvador and Guatemala to improve implementation. Initial efforts will focus on these three States, considered to have the most mature information management systems. By mid-2026, the project expects to have consolidated data that could serve as the basis for regional safety information sharing. Subsequent stages will extend the initiative to Belize, Honduras and Nicaragua.

3.7. Participants highlighted the importance of strengthening soft skills among data managers to build trust and collaboration with operators, noting that the availability of reliable data is critical for effective safety decision-making. Questions were also raised on how the CST aligns with each State's Safety Programme (SSP) and on future exchange of information at the regional level. It was clarified that the approach aims to reinforce each State's own database, thereby supporting its SSP, while maintaining the autonomy of national data. COCESNA's *Agencia Centroamericana de Seguridad Aeronáutica* (ACSA) will not handle State data directly, as there is not yet a centralised repository. The process, supported by ACSA and EASA, is designed to ensure sustainability and to gradually enable the identification of safety trends and risk patterns across the Central American subregion.

3.8. As a follow-up, ACSA and COCESNA will review the processes required for the implementation of the Central American Collaborative Safety Team (CST-CA) to ensure that the team's activities extend beyond notification and reporting. The progress of this work will be presented to the PA-RAST at its seventy-first meeting (**Action Item 14/2025**).

Mexico CST

3.9. In Mexico, the industry is exploring options to establish a collaborative safety group that would operate independently from the subcommittee currently integrated into the national SSP structure. During the meeting, stakeholders benefited from the presentation on the C-CAST (paragraph 2.6 above refers), which provided valuable insights into the Canadian model of CST and how its principles could be adapted to the Mexican context.

3.10. As a next step, Mexican Civil Aviation Authority, (CAA), AFAC, and representatives of the Mexican airlines will work together to assess how best to establish a CST in Mexico. This evaluation will take into account national circumstances, lessons learned, and the example provided by the C-CAST/CAG model to determine the most suitable approach for implementation. The progress of this work will be presented by PA-RAST/71 (**Action Item 15/2025**).

3.11. The PA-RAST, for its part, ratified its commitment to fully support and accompany the CSTs that require any type of support or assistance.

4. Project Status Review

Adverse Weather (Champion: IFALPA)

4.1. The Meeting received an update from the Adverse Weather (Awx) Operations Working Group, formerly known as the Turbulence Working Group. The presentation outlined the group's ongoing activities and priorities related to managing turbulence and other adverse weather risks in flight operations.

4.2. Turbulence was reaffirmed as the leading cause of in-flight injuries, with evidence suggesting an increase in its frequency and intensity due to climatic changes. The group's roadmap includes the adoption of the BCAST Bulletin 02/2024 on operations in adverse weather, promotion of the RASG-PA Turbulence Awareness video, and cooperation with the CAA of Chile on a regional turbulence conference.

4.3. The group reviewed existing international tools such as the Turbulence Aware Platform from the International Air Transport Association (IATA), the turbulence nowcast and pilot report systems from United States Federal Aviation Administration (FAA), and ICAO's Turbulence Toolkit. It recommended promoting the wider use of real-time turbulence platforms, aligning guidance and training materials, and further integrating turbulence management into SMS.

4.4. The group concluded that effective mitigation of turbulence hazards depended on the combined use of real-time data, robust operational procedures, and continuous crew training, with continued ICAO and RASG-PA leadership deemed essential.

4.5. As a follow-up, IFALPA, with the support of Canada, will prepare a Working Paper for submission to the RASG-PA/15 presenting the Adverse Weather Work Programme. The document will be finalised by 9 January 2026 (**Action Item 16/2025**).

Controlled Flight into Terrain (CFIT) (Champion: United States)

4.6. The Meeting received an update from the CFIT Working Group, which reported steady but incremental progress. Recent work included the review of the RASG-PA Safety Advisory (RSA) 07B, based on recommendations concerning the use of Terrain Awareness and Warning Systems (TAWS) and related operational events. A complementary RASG-PA Safety Issue Alert (RSIA) was also issued to highlight limitations of TAWS performance, following an occurrence at Paris Charles de Gaulle Airport. To ensure consistency between both documents, RSA/07B was amended to include a reference to the RSIA. The alert was also translated into Spanish and is available on the RASG-PA website.

4.7. Looking ahead, the group identified potential next steps such as examining additional factors that may contribute to CFIT events, including uncalibrated Precision Approach Path Indicator (PAPI) lights. To support this, the group intends to review selected incidents and accident reports and to test a methodology for analysing such data from the RASG-PA perspective. A suitable case has already been identified for applying this approach, which will also serve to validate the proposed analysis strategy while avoiding overlap with the work of accident investigation authorities.

4.8. The group noted the need to strengthen its resources, as only a limited number of members are currently engaged in the ongoing tasks. Interested individuals, particularly those with experience in reviewing accident reports, are encouraged to join and support the working group's projects.

Loss of Control In-flight (LOC-I) (Champion: Boeing)

4.9. The Meeting received an update from the LOC-I Working Group, which is currently focused on organising a second Upset Prevention and Recovery Training (UPRT) workshop following the success of the event held last year. The aim is to conduct this second workshop next year, combining simulator-based and regulatory sessions, with a primary focus on flight inspectors from CAAs.

4.10. A new element will be introduced in this edition: a case study at the end of the workshop, allowing participants to apply the concepts learned to the effective implementation of UPRT requirements within their respective States. The objective is to provide participants with practical tools and references to support the development or refinement of national regulations related to UPRT implementation.

4.11. The project benefits from collaboration with Airbus, *Avions de Transport Régional* (ATR) and Boeing, which have contributed simulator hours. However, the main challenge remains the limited participation of States. Although the workshop is offered free of charge, with only travel and accommodation costs to be covered by participants, the number of confirmed attendees is still below expectations. At the time of reporting, 13 participants from seven States—Antigua and Barbuda, Bahamas, Barbados Costa Rica, Curaçao, Guatemala, and Uruguay —had registered.

4.12. Concerns were expressed that low participation could lead to postponement or cancellation of the workshop, which would be regrettable given the strong industry support. Members were encouraged to follow up with their respective authorities to ensure that suitable candidates are nominated. It was suggested that ICAO Regional Directors could assist by directly engaging key States to promote participation.

4.13. The group is also considering inviting one or two operators to take part in the workshop to provide an industry perspective and foster greater interaction with inspectors, an approach inspired by a successful similar event recently held in Brazil. The participation strategy aims to involve new States, prioritising those that did not take part in the previous edition.

Mid-Air Collision (MAC) (Champion: Canada)

4.14. Project champion confirmed that the team has started using the Standardized analytical process for identifying and analysing MAC-related accidents and serious incidents.

4.15. PA-RAST/CAR/SAM Regional Planning and Implementation Group (GREPECAS) Scrutiny Working Group (GTE) collaboration was initiated during Summer 2025 and moving forward with the issue analysis of Large Height Deviations (LHDs) in Reduced Vertical Separation Minima (RVSM) airspace. The group is developing two RSAs. The current RSA in final drafting stage adapts an Asia Pacific Regional Aviation Safety Team (AP-RAST) RSA to provide recommendations for operators, Flight Information Regions (FIRs) and oversight bodies for reducing the risk of MAC related to LHDs in RVSM airspace. A second RSA is in development and will focus on unauthorized RVSM operations.

Runway Safety (Champion: ALTA)

4.16. The Meeting received an update from the Runway Safety Working Group, which focused on two main areas: the ongoing development of a new RASG-PA Safety Advisory on runway incursion prevention, and the proposal to implement the Global Action Plan for the Prevention of Runway Incursions (GAPPRI) Tracker Project in the Pan-American region.

4.17. The new Safety Advisory aims to consolidate and update existing guidance material and procedures related to runway incursion prevention, with completion expected by PA-RAST/70. In parallel, coordination is under way with the AP-RAST and other stakeholders to assess the feasibility of adapting the GAPPRI Tracker for use in the region.

4.18. The introduction of the Tracker responds to the persistent occurrence of runway incursions, which remain among the highest operational risk categories in aviation. Analysis of recent events has identified key contributing factors such as communication issues between pilots and controllers, loss of situational awareness, deficiencies in air traffic control training, and challenges in flight deck crew resource management. Addressing these factors is considered essential to enhancing operational safety.

4.19. The GAPPRI provides a framework of 127 recommendations, covering aerodrome operators, ANSPs, aircraft operators, manufacturers, regulators and research institutions. The GAPPRI Tracker Project seeks to systematically collect information from States and Administrations on the degree of implementation of these recommendations, thereby identifying common gaps and prioritising areas for improvement. The approach has already been successfully applied in the Asia Pacific Region, where the AP-RAST used the Tracker to identify challenges across aerodrome operations, ANSPs, aircraft operators and State oversight.

4.20. Adopting the GAPPRI Tracker within the PA-RAST framework is expected to strengthen regional safety management by providing an objective means of measuring progress, improving the allocation of resources and fostering regional collaboration. Data collection will focus on the aerodromes and service providers handling about 80 per cent of each State's international operations, ensuring efficient and representative coverage. All information provided will remain confidential and will be used solely to identify areas where regional assistance may be required.

4.21. The proposed timeline foresees the ICAO NACC and South American (SAM) Regional Offices issuing State letters by 24 October 2025, requesting the necessary data. States are expected to respond by 19 December 2025, with the analysis, report and regional recommendations to be finalised by the Runway Safety Working Group for presentation at PA-RAST/71 (**Action Item 1/2025**).

5. Safety Data Review

CAST Data Presentation

5.1. The Meeting noted that it was not possible to count on the participation of the representative from the CAST due to the ongoing shutdown of United States government at the time of the event. As a result, CAST was unable to provide its usual updates and inputs to the discussion.

Review and Consolidation of Regional Safety Priorities

5.2. The Meeting discussed the identification and consolidation of regional safety priorities based on information collected from multiple sources, including inputs from airlines, States, CSTs, and surveys. These inputs were combined to identify the most frequently reported safety concerns raised by both industry and State representatives. The results are intended to guide future analytical work and the development of mitigation strategies within the PA-RAST framework.

5.3. The consolidation revealed that MAC–related issues, including air traffic procedures and TCAS events, were the most frequently mentioned concerns across stakeholders. Other recurrent topics included adverse weather, turbulence, bird strikes, runway and taxiway incursions, ground support operations, dangerous goods, and system component failures. Several of these areas, such as turbulence and runway safety, are already reflected in accident investigation data, while others, notably bird strikes and ground operations, emerged as priorities requiring further analysis.

5.4. The Meeting also considered the distribution of events by location and operational context to identify potential areas for targeted intervention. This analysis will support the work of existing High-Risk Categories (HRC) project teams and may inform the establishment of new initiatives in areas not yet covered.

5.5. Participants agreed that the consolidation provided a useful overview of regional safety concerns, but recognised that it represents only partial input from participating partners. Broader participation from all regional stakeholders will be necessary to achieve a more comprehensive picture of safety risks. The Meeting agreed to increase focus on turbulence, continue work on MAC and TCAS through the existing project team, and further evaluate the need for a dedicated effort addressing ground support operations. The results will be refined and used to support the development of the PA-RAST work programme for 2026.

5.6. As a follow-up to this discussion, ALTA will conduct a new survey to gather from safety partners their top five safety priorities, including specific information on locations and event types. This initiative aims to refine and expand the existing dataset, ensuring a more representative regional picture, particularly for underrepresented areas. The results of the survey will be presented at PA-RAST/70 (**Action Item 18/2025**).

5.7. In parallel, the Secretariat will coordinate with the ICAO Regional Implementation Groups, including those focused on Air Navigation Services (ANS), safety, and Aviation Security (AVSEC), to determine the most appropriate mechanisms for addressing the top safety issues identified by the PA-RAST. The outcome of this coordination will be reported at PA-RAST/71, ensuring alignment of efforts across regional safety initiatives (**Action Item 19/2025**).

FDX Data Presentation

5.8. The IATA provided an overview of its safety priorities and ongoing initiatives aimed at enhancing operational safety performance across the region through data analysis and collaborative action. Its strategy is centred on safety leadership, promoting a strong safety culture supported by the consistent application of safety principles at all organisational levels and the active engagement of senior management. The framework supporting this approach integrates the IATA Operational Safety Audit (IOSA) programme, the Safety Issue Hub, and the Safety Connect platform, which together facilitate the exchange of safety information, the monitoring of risks, and the development of coordinated mitigation actions among industry stakeholders.

5.9. Using data derived from safety performance monitoring tools, IATA presented the Meeting with a series of analyses for each relevant safety issue identified as a regional hotspot. For each case, event data were reviewed to illustrate the nature and frequency of occurrences, serving as the basis for the establishment of targeted action plans aimed at reducing operational risk. The safety categories addressed included CFIT, bird strikes, MAC and related TCAS-RAs, as well as events linked to LOC-I and hazard detection deficiencies. These analyses highlighted key operational areas within the Latin American and Caribbean (CAR) Region where risk exposure remains higher than desirable and where collaborative mitigation will be prioritised.

5.10. IATA also drew attention to the importance of continued regional cooperation under the RASG-PA framework to ensure that safety improvement efforts are harmonised and data-driven. In particular, actions will focus on strengthening coordination among airlines, air navigation service providers, airports, and CAAs to address the identified hotspots and mitigate their underlying causes. IATA reaffirmed its commitment to supporting PA-RAST activities and to working collectively with all partners towards measurable and sustainable safety enhancements across the region.

5.11. As a continuation of this work, IATA, in collaboration with the MAC Ad Hoc Group and the GTE, will analyse the TCAS RAs identified in Mexico, Sao Paulo, and Bogota to determine their root causes and define corresponding mitigation and resolution actions. The outcomes of this analysis and the progress achieved will be reported at PA-RAST/71 (**Action Item 20/2025**).

6. RASG-PA Matters Under PA-RAST Responsibility

LinkedIn Strategy

6.1. The Secretariat informed the Meeting that an internal process is underway within the ICAO Capacity Development and Implementation (CDI) Bureau to recruit an intern.

6.2. This initiative replaces the previously approved action (Action item 13/2024) to submit a proposal for the recruitment of a media manager to manage the RASG-PA LinkedIn account, which is no longer valid, as in PA-RAST/68 Report.

6.3. The intention is to test the level of support that can be provided through an internship, which would entail no cost to RASG-PA. Should this arrangement prove effective, a proposal will be submitted to the Executive Steering Committee (ESC) for the potential hiring of a professional in the future.

PA-RAST & GTE Coordination

6.4. The Secretariat provided the Meeting with an update on the ongoing collaboration with the (GREPECAS) GTE. The presentation outlined the scope of this cooperation and the most recent activities undertaken. It also included information on the geographical distribution of LHDs analysed by the GTE, identifying the main factors contributing to increased risk levels within FIRs where the Collision Risk Model (CRM) indicates an exceedance of the Target Level of Safety (TLS).

6.5. The attention of the PA-RAST was drawn to two specific issues of concern:

- aircraft entering FIRs without first establishing contact with Air Traffic Services (ATS).
- lack of information regarding RVSM-approved aircraft that have overflown RVSM-designated airspace within certain FIRs.

6.6 In support of ongoing coordination, the Secretariat (NACC RO) and CANSO will collaborate with the GTE to mitigate events of aircraft entering Flight Information Regions (FIRs) without establishing contact with ATS. The results of this work will be presented at PA-RAST/71 (**Action Item 21/2025**).

7. Other Topics

Discussion on the PA-RAST Code of Conduct

7.1. The Meeting discussed the establishment of a PA-RAST Code of Conduct as a means to formalise principles of professionalism and alignment within the group. Although such a code does not yet exist, participants agreed that its introduction would strengthen the operational and representational framework of PA-RAST.

7.2. The discussion arose from the growing participation in the team's activities, which highlighted the need to balance inclusiveness with responsibility. Members recognised that those who take part in PA-RAST are regarded as representatives of the group and should act accordingly when engaging with external audiences or stakeholders.

7.3. It was noted that, as the group continues to expand, members are increasingly invited to participate in events and panels on behalf of PA-RAST. Establishing clear guidance would therefore help ensure that such participation remains consistent with the group's objectives and collective positions.

7.4. The proposed approach is to incorporate a short section on the Code of Conduct into the PA-RAST Terms of Reference (ToRs). Its main purpose would be to promote coordination and coherence in external communications, ensuring that all members convey a unified message when representing PA-RAST. The Meeting expressed general agreement with this proposal and decided to initiate the drafting of the text, with the intention of submitting it for consideration at the next PA-RAST meeting.

7.5. The Civil Air Navigation Services Organisation (CANSO) offered to support the team by preparing a draft text for inclusion in the ToRs, and Canada offered to assist in the draftingprocess. The resulting proposal is to be submitted for consideration at the next PA-RAST meeting. (**Action Item 22/2025**).

8. Administrative aspects

Election of Chairs and Vice-Chairs

8.1. The current co-chairs term will be ending in November 2026. At that time, per the RASG-PA procedural handbook, current Vice-chairs will rotate into the Co-chair roles. This will leave the vice-chair positions vacant in November 2026. In anticipation of this change, new vice-chairs will be elected at PA-RAST/70 (to take effect in November 2026).

8.2. The election is planned to be carried out as follows: At PA-RAST/70, active members from PA-RAST member States/Territories and International Organizations/Industry that are present at the PA-RAST meeting will elect their respective PA-RAST Vice-Chair by nominating a person and their organization. A nomination must be seconded by at least another member of the respective group. If there are no objections, the election of the vice-chair will be confirmed. If there are multiple nominations, the nomination that has the most members seconding will be identified, and the co-chairs will propose that the nomination that has the most members seconding be considered elected as new vice-chair. If there are no objections, the vice-chairs will be considered elected. The election will be formalized through communication of a Working Paper (WP) to RASG-PA ESC.

8.3. PA-RAST members were reminded that election as vice-chair is a four-year commitment (first two years as vice-chair followed by two years as co-chair) and were invited to consult PA-RAST Chairpersons roles and responsibilities in the PA-RAST Terms of Reference found in the RASP-PA procedural handbook Appendix A, section 1.3.

RASG-PA/15 Plenary Meeting Calendar and Preparatory Actions

8.4. The Meeting reviewed the calendar, structure, and preparatory actions related to the upcoming Fifteenth RASG-PA Plenary Meeting (RASG-PA/15). It was recalled that the plenary, originally planned for November 2025, had been postponed to March 2026, maintaining the two-phase structure used in previous sessions: a Virtual/Asynchronous Phase followed by an In-Person Phase.

8.5. The Secretariat presented the key dates and deadlines for the preparation of RASG-PA/15, as follows:

- participant registration will remain open for both the Virtual/Asynchronous and In-Person phases until 17 October 2025
- submission of WPs and Information Papers (IPs) will take place from 17 November 2025 to 9 January 2026
- the Virtual/Asynchronous Phase is scheduled from 19 January to 12 February 2026, during which States and International Organisations will review and comment on the submitted papers
- the In-Person Phase will be held in Mexico City, Mexico from 2 to 6 March 2026, including the deliberations, adoption of Conclusions and Decisions, and a Joint Session with GREPECAS on 4 March 2026.

8.6. The Meeting was reminded of the distinction between WPs, which contain proposals for action, and IPs, which are solely for information and require no decision. Late submissions will be published as IPs and will not be presented during the in-person phase. Following the asynchronous commenting period, the Secretariat will consolidate all feedback for consideration at the in-person meeting.

8.7. PA-RAST defined specific preparatory actions to ensure its contributions to the plenary are aligned with its ToRs and data-driven approach. The group agreed to:

- define agenda contributions consistent with its objectives and analytical focus
- identify the WPs to be developed, such as updates on project status, proposed safety enhancements, CST updates, and coordination topics with GREPECAS
- assign “champions” and drafting teams to ensure timely preparation of documents.

8.8. Internal milestones were also established:

- by 31 October 2025: confirmation of topics and assignment of “champions”
- by 19 December 2025: circulation of draft WPs for internal review
- by 9 January 2026: submission of final WPs to the Secretariat.

8.9. During the asynchronous phase, PA-RAST members will review comments and prepare consolidated responses to support the plenary discussions.

8.10. The Meeting also discussed communication aspects related to the distribution of State letters, noting that correspondence is formally addressed only to each State's designated focal point. Members who did not receive the invitation were encouraged to contact their State's RASG-PA focal point.

8.11. In preparation for the plenary, Canada and CANSO will collaborate to develop a working paper presenting the PA-RAST Work Programme to the RASG-PA/15. The submission shall be made before 9 January 2026, to the Meeting's virtual phase (**Action 23/2025**).

Next PA-RAST Meeting dates

8.12. Regarding upcoming meetings, it was confirmed that PA-RAST/70 will be held from 3 to 5 February 2026 in Santo Domingo, Dominican Republic, replacing the originally planned location of Miami. The group also considered adjusting the timing of PA-RAST/73 to November 2026 to avoid potential disruptions associated with the United States fiscal year period.

8.13. So far, location and dates for the next meetings are as follows:

PA-RAST/70	Santo Domingo, Dominican Republic	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	TBD November 2026
PA-RAST/74	Miami, United States	2 to 4 February 2027
PA-RAST/75	Lima, Peru	27 to 29 April 2027

8.14. New dates for the PA-RAST/71, ESC/41, and PA-RAST/73 meetings will likely be discussed, in view of the change of dates to the RASG-PA/15 to March 2026.

Appendix – Action Items derived from PA-RAST Meetings

Action Item	Meeting	What	When	Who	Status
23/2025	PA-RAST/69	Prepare a working paper for RASG-PA/15, presenting the PA-RAST Work Programme	By 9 January 2026	Canada and CANSO	Valid
22/2025	PA-RAST/69	Prepare a draft amendment to the PA-RAST Terms of Reference to include a section on the PA-RAST Code of Conduct, defining principles to ensure professionalism, alignment and consistency in external communications and representations on behalf of the Team	By PA-RAST/70	Canada and CANSO	Valid
21/2025	PA-RAST/69	Collaborate with the GREPECAS GTE to mitigate the events of aircraft entering Flight Information Regions (FIRs) without establishing contact with ATS	By PA-RAST/71	Secretariat (NACC RO) and CANSO	Valid
20/2025	PA-RAST/69	Work on the identified TCAS RAs) in Mexico, São Paulo and Bogotá to define root causes and corresponding mitigation and resolution actions, providing feedback to the PA-RAST	By PA-RAST/71	IATA (with the MAC Ad Hoc Group and the GTE)	Valid
19/2025	PA-RAST/69	Coordinate with ICAO Regional Implementation Groups, such as those in Air Navigation Services (ANS), Safety and AVSEC, to determine the most appropriate approach for addressing the top safety issues identified by the PA-RAST	By PA-RAST/71	Secretariat	Valid
18/2025	PA-RAST/69	Launch a survey to collect the Safety Partners' "Top 5 Safety Priorities" and present the results to the PA-RAST	By PA-RAST/70	ALTA	Valid

Action Item	Meeting	What	When	Who	Status
17/2025	PA-RAST/69	Coordinate, through the ICAO NACC and SAM Regional Offices, the implementation of the Global Action Plan for the Prevention of Runway Incursions (GAPPRI) Tracker across the Pan-American region, representing the PA-RAST as Champion of the Runway Safety Working Group	By PA-RAST/71	ALTA	Valid
16/2025	PA-RAST/69	Prepare a working paper for RASG-PA/15, presenting the Adverse Weather Work Programme	By 9 January 2026	IFALPA (supported by Canada)	Valid
15/2025	PA-RAST/69	Evaluate how to implement a CST for Mexico, considering lessons learned and the example of C-CAST/CAG functionality, and considering national circumstances and the most suitable implementation approach, presenting to the PA-RAST the progress achieved	By PA-RAST/71	AFAC and CST-Mexico (Airlines)	Valid
14/2025	PA-RAST/69	Review the processes to be developed for the implementation of the CST-CA to ensure the Team's activities go beyond notification and reporting, presenting to the PA-RAST the progress achieved	By PA-RAST/71	ACSA/COCESNA	Valid
13/2025	PA-RAST/69	Present the progress made in the Airspace redesign for Mexico and Cancun TMAs following the TCAS-RAs reports and safety information provided by IATA/FDX and RASG-PA safety Partners	By PA-RAST/71	Aeromexico and SENEAM	Valid
12/2025	PA-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.	By PA-RAST/70	ALTA	Valid

Action Item	Meeting	What	When	Who	Status
11/2025	PA-RAST/67	Coordinate with AP-RAST 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	By PA-RAST/70	ALTA	Completed
10/2025	PA-RAST/67	Establish a standard analytical process for HRC project teams to routinely integrate various sources of information into their work	By PA-RAST/69	Canada with support from Aruba, Brazil, Costa Rica Dominican Republic United States, ALTA, Boeing, IATA	Completed
19/2024	PA-RAST/65	Adverse WX working group to present working programme for 2025-2026	By PA-RAST/66	IFALPA	Superseded by 16/2025
14/2023	PA-RAST/60	Determine feasibility of converting CAST SEs 237 into an RSA	December 2025	Boeing	Valid

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