

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

PA-RAST/70 Meeting Summary of Discussions

Santo Domingo, Dominican Republic, 3 to 5 February 2026



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Acronyms

ACDAC	Asociación Colombiana de Aviadores Civiles
ACSA	Agencia Centroamericana de Seguridad Aeronáutica
ADREP	Accident/Incident Data Reporting
ADS-B	Automatic Dependent Surveillance–Broadcast
AFAC	Agencia Federal de Aviación Civil
AIDC	ATS Inter-facility Data Communication
AIRPROX	Loss of separation
ALTA	Latin American and Caribbean Air Transport Association
ANSP	Air Navigation Service Provider
AP-RAST	Asia-Pacific RAST
ASAP	Aviation Safety Action Programme
ASIAS	Aviation Safety Information Analysis and Sharing
ATC	Air Traffic Control
ATM	Air Traffic Management
BARS	Basic Aviation Risk Standard
BCAST	Brazilian Commercial Aviation Safety Team
C-CAST	Canadian Commercial Aviation Safety Team
CAG	Canadian Collaborative Analysis Group
CANSO	Civil Air Navigation Services Organisation
CAST	Commercial Aviation Safety Team
CESAC	Cuerpo Especializado en Seguridad Aeroportuaria y de la Aviación Civil
CFIT	Controlled Flight Into Terrain
CST	Collaborative Safety Team
CST-CA	Central American Collaborative Safety Team

D4S	Data4Safety
EASA	European Union Aviation Safety Agency
ESC	Executive Steering Committee
FAA	Federal Aviation Administration
FDX	Flight Data eXchange
FIR	Flight Information Region
FRMS	Fatigue Risk Management System
GAPPRI	Global Action Plan for the Prevention of Runway Incursions
GASP	Global Aviation Safety Plan
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
GREPECAS	CAR/SAM Regional Planning and Implementation Group
GTE	GREPECAS Scrutiny Working Group
HRCs	High-Risk Categories
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IDAC	Instituto Dominicano de Aviación Civil
IOSA	IATA Operational Safety Audit
ISSA	IATA Standard Safety Assessment
LHD	Large Height Deviations
LOC-I	Loss of Control In-flight
MAC	Midair Collision
NACC	North American, Central American and Caribbean
NASP	National Aviation Safety Plan
OPIs	Assigned responsible parties
PA-RAST	Pan America – Regional Aviation Safety Team

PCAST	Peruvian Civil Aviation Safety Team
RASG-PA	Regional Aviation Safety Group – Pan America
RASP	Regional Aviation Safety Plan
RE	Runway Excursion
RNAV BARO-VNAV	Area Navigation - Barometric Vertical Navigation
RSA	RASG-PA Safety Advisory
RSIA	RASG-PA Safety Issue Alert
RVSM	Reduced Vertical Separation Minimum
SMS	Safety Management System
SOPs	Standard Operating Procedures
SSP	State Safety Programme
TCAS	Traffic Collision Avoidance System
TCAS RA	Traffic Collision Avoidance System Resolution Advisory
TO/GA	Take-Off/Go-Around
ToR	Terms of Reference
UPRT	Upset Prevention and Recovery Training
USOAP	Universal Safety Oversight Audit Programme
VFR	Visual Flight Rules

Participants

A total of 11 States/Territories and 20 industry and 3 international organizations, comprising 76 delegates participated in the 70th Pan America – Regional Aviation Safety Team Meeting (PA-RAST/70). 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. Ms. Paola Plá, Deputy Director General of Dominican Republic Civil Aviation Authority (CAA) IDAC, opened the meeting by welcoming the participants and expressing appreciation for the opportunity to host the PA-RAST/70. She highlighted the role of PA-RAST as a regional forum for collaboration aimed at improving aviation safety through initiatives that support the implementation of the Global Aviation Safety Plan (GASP) and regional safety strategies. She also noted Dominican Republic's active participation in the Team and presented progress achieved through the development of the country's National Aviation Safety Plan (NASP) for the 2025–2028 period.

1.2. Mr. Michel Roy, PA-RAST Co-Chair representing States and Territories, thanked Dominican Republic and IDAC for hosting the meeting and emphasized the collaborative nature of PA-RAST as a forum for open discussion among States and industry partners to advance safety in the Pan-American region.

1.3. Mr. Santiago Saltos, PA-RAST Co-Chair representing the industry, also expressed appreciation to the host State and highlighted the continued growth and increasing relevance of PA-RAST as a platform for sharing knowledge and experience to support regional safety improvements.

1.4. Mr. Angel Luna, PA-RAST Vice-Chair representing States and Territories, underscored the importance of active participation and encouraged attendees to contribute their operational perspectives and experiences to support the identification of common challenges and the development of practical safety solutions.

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

2. PA-RAST Presentations

Collaborative Safety Teams (CSTs) Overview

2.1. Under P/01, Mr. Santiago Saltos (Airbus), PA-RAST Co-Chair representing Industry, introduced a presentation on the role and evolution of CSTs as a key mechanism for improving aviation safety in the Pan-American region. He recalled that RASG-PA, established in 2008, operates in alignment with the International Civil Aviation Organization (ICAO) GASP and applies a data-driven methodology to reduce fatal accident risks associated with High-Risk Categories

(HRCs) such as Loss of Control In-flight (LOC-I), Runway Excursion (RE), and Controlled Flight Into Terrain (CFIT).

2.2. The presentation explained that a CST provides a structured collaborative framework through which regulators, accident investigation authorities, air navigation service providers, airlines, airports, manufacturers and international organizations jointly analyse safety information, identify emerging hazards, and develop coordinated mitigation strategies. The Meeting noted that the Pan-American region has been a pioneer in applying this collaborative model and that similar initiatives are now being considered in other ICAO regions.

2.3. Examples of established CST models were reviewed, including the Commercial Aviation Safety Team (CAST) in United States and the Brazilian Commercial Aviation Safety Team (BCAST). The Meeting also highlighted the experience of the Peruvian Civil Aviation Safety Team (PCAST), which successfully used collaborative data analysis to identify operational risks during the transition to Lima's new airport terminal, leading to the postponement of operations until the identified safety issues were addressed.

2.4. During the discussion, participants emphasized that the effectiveness of CSTs depends primarily on trust, voluntary collaboration, and the protection of sensitive safety information. Particular attention was given to the management of data originating from sources such as the International Air Transport Association (IATA) Flight Data eXchange (FDX), which requires strict confidentiality safeguards to enable open information sharing. The Meeting also noted recent operational progress related to Take-Off/Go-Around (TO/GA) monitoring initiatives in Brazil, Canada, Peru, and United States.

2.5. The Meeting welcomed the interest expressed by Dominican Republic in establishing a national CST and encouraged States to consider the implementation of such collaborative mechanisms. In this regard, participants highlighted the importance of the RASG-PA Guidance Material for Implementing a CST, published in May 2023, as a reference to support the development and harmonization of CST initiatives across the region. Within this context, a new initiative to develop a model agreement document, like a declaration or letter of intent, will be put in place to foster continuous commitment to the CST model despite changes in the leadership of stakeholders in the State's aviation system (**Action Item 01-2026**).

[RASG-PA Aviation Safety Action Programme \(ASAP\) Project Overview](#)

2.6. Under P/02, Mr. Luna, PA-RAST Vice-Chair representing States and Territories, on behalf of the RASG-PA Aviation Safety Action Programme (ASAP) Working Group, presented an overview of the RASG-PA ASAP initiative and its potential application in the Pan American region. The presentation highlighted that the Pan-American accident rate in 2024 reached approximately 3.3 accidents per million departures, around 25 per cent higher than the global average. It was also noted that the region accounted for approximately 23 per cent of global aviation fatalities in 2024,

representing 168 fatalities. These figures were presented to illustrate the need for more proactive mechanisms capable of identifying safety risks before they materialise in accidents.

2.7. In this context, the ASAP initiative was introduced as a voluntary, non-punitive safety reporting framework designed to complement existing mandatory occurrence reporting systems. The programme seeks to capture safety information that may remain undetected through traditional reporting channels, particularly those events that lie below the “iceberg” of known occurrences. By encouraging aviation personnel to voluntarily disclose operational deviations, errors and safety concerns, the programme enables organisations and regulators to identify weak signals and operational precursors that may otherwise remain unreported.

2.8. The Meeting was informed that the ASAP model was originally developed in United States and is now widely implemented across that country aviation system, with nearly all U.S. airlines operating ASAP programmes approved by the Federal Aviation Administration (FAA). The framework encourages aviation employees, particularly flight crew members and maintenance personnel, to submit confidential reports describing safety-related events. These reports are confidential but not anonymous, allowing the programme to maintain accountability while ensuring that reporters are protected from punitive action when the events involve honest errors rather than intentional misconduct.

2.9. The presentation explained that each report is reviewed by an Event Review Committee composed of three representatives: one from the regulator, one from the operator, and one from the employee group or union. This tripartite committee analyses the reported event, determines its root causes, and agrees on appropriate corrective actions through a consensus-based process. The actions adopted under the programme are aimed at addressing systemic safety issues, typically through improvements to operational procedures, training programmes, or other organisational measures, rather than through disciplinary actions.

2.10. It was further clarified that certain categories of behaviour fall outside the protection offered by the programme. Deliberate criminal acts, intentional violations and repeated non-compliance are not eligible for protection under ASAP and may be subject to the applicable enforcement processes. When accepted within the programme, however, the information generated through voluntary reports provides valuable insights into operational risks that may not be captured through other Safety Management System (SMS) reporting channels.

2.11. The presentation highlighted Aeroméxico as a regional example of the successful implementation of an ASAP-type programme. Under the Mexican regulatory framework, the airline established a programme formalised through an advisory circular issued by the Mexican civil aviation authority, *Agencia Federal de Aviación Civil* (AFAC). Since its launch in 2018, the programme has generated thousands of voluntary safety reports, approximately 99 per cent of which correspond to single-source self-disclosures. Among those thousands of reports, only four were rejected for falling outside the protection criteria established under the programme.

2.12. The Aeroméxico experience was presented as evidence of the value of voluntary reporting mechanisms in strengthening operational safety analysis. According to the presentation, the programme has produced safety insights and operational data that were not previously captured through the airline's existing SMS voluntary reporting channels, thereby enhancing the organisation's ability to identify emerging risks and implement targeted mitigation measures.

2.13. The Meeting was also informed that participating organisations periodically share de-identified trend information derived from ASAP reports with the FAA. This information contributes to broader safety intelligence initiatives, including the integration of safety data within national aviation safety analysis programmes.

2.14. In the regional context, the PA-RAST has established a RASG-PA ASAP Working Group to explore the implementation of similar programmes within the Pan American region. The Working Group is led by United States and Aeroméxico and aims to support the development of regional guidance material adapted to the regulatory and operational realities of Latin America and the Caribbean (**Action Item 02-2026**).

2.15. As part of this initiative, a pilot implementation is currently underway in Colombia involving the airline Avianca and the *Asociación Colombiana de Aviadores Civiles* (ACDAC). The objective of this pilot project is to validate an ASAP implementation guide adapted to the regional regulatory environment and to provide practical lessons that may support the future adoption of voluntary reporting programmes by other States and operators across the region.

3. Industry Session

Arajet

3.1. Under P/03, Arajet delivered a technical presentation on the implementation and operational benefits of its Fatigue Risk Management System (FRMS), highlighting the importance of proactively managing human performance risks within aviation operations. The presenter explained that fatigue must be treated as a systemic hazard within the SMS, noting that human factors are involved in approximately 70 per cent of fatal commercial aviation accidents and that crew fatigue is estimated to contribute to 15–20 per cent of these events. The presentation also discussed recent industry trends indicating an increase in fatigue-related concerns following the post-pandemic recovery of flight operations, including reports associated with circadian disruption and demanding duty schedules.

3.2. Arajet described the scientific and data-driven approach used in its FRMS, which combines operational data with analytical tools to identify and predict fatigue risks. These tools include validated instruments for assessing sleep quality and alertness, as well as biomathematical models that simulate fatigue levels based on sleep-wake patterns and duty schedules. The system was implemented through a collaborative process that included a twelve-month internal development

phase followed by coordination with the Dominican Republic civil aviation authority, during which operational data, training activities, and system adjustments were shared to ensure proper adaptation to the airline's operational context.

3.3. The presentation also outlined operational measures introduced to mitigate fatigue risks, including enhanced rest policies and scheduling restrictions for demanding duties. Arajet reported that it adopted rest standards more restrictive than national regulatory requirements, establishing a minimum 12-hour rest period for both pilots and cabin crew. Additional scheduling rules limit the number of overnight and early-morning assignments and introduce specific rest requirements for demanding routes. According to Arajet, these measures have contributed to improved crew wellbeing, increased productivity, and more sustainable operational planning, demonstrating the value of a proactive and data-driven fatigue management approach.

Cibao International Airport

3.4. Under P/04, Cibao International Airport delivered a presentation on its approach to safety data capture and management in support of the implementation of a Level 3 SMS. The airport described the evolution of its operational safety department and the development of an internal software platform introduced in 2014 to record and analyse safety-related information, including accidents, incidents, bird strikes, hazard reports and operational infractions. By integrating multiple data sources into a single digital environment, the system enables the airport to move from a reactive safety posture toward a more proactive and predictive approach based on data analysis and operational intelligence.

3.5. The presentation highlighted the importance of fostering a mature reporting culture across all airport stakeholders. A strictly non-punitive reporting policy encourages voluntary participation from third-party service providers such as ground handling, catering and refuelling personnel. To facilitate reporting at all operational levels, the airport uses modern tools including QR codes and direct communication channels, allowing personnel to submit safety information quickly and efficiently. The Meeting noted this approach as an effective practice for strengthening safety data collection in small- and medium-sized international airports.

3.6. The presentation also addressed the use of safety data to manage specific operational risks. The airport described procedures to identify and respond to laser interference events during approach and departure by correlating pilot reports with ILS charts and altitude information to determine the probable origin of the interference. The resulting information is shared with national authorities, including IDAC, *Cuerpo Especializado en Seguridad Aeroportuaria y de la Aviación Civil* (CESAC) and the Ministry of Defence, which has enabled enforcement actions in several cases. The Meeting also discussed wildlife hazard management, noting recent trends in bird activity around the airport and the coordination mechanisms established through the Dominican Republic's National Committee for Wildlife Management. Participants emphasized that

effective risk mitigation requires collaboration beyond airport boundaries and recognized the value of sharing data-driven practices among regional stakeholders.

Latin American and Caribbean Air Transport Association (ALTA)

3.7. Under WP/06, ALTA presented its strategic objectives for 2026 and their integration with the PA-RAST work programme, highlighting the association's upcoming role as Industry Co-Chair of PA-RAST for the 2026–2027 period. The presentation emphasized ALTA's intention to strengthen its function as a strategic bridge between operators, States and regional organizations, transforming safety data analysis and risk identification into concrete and measurable mitigation actions across the Pan-American region.

3.8. ALTA explained that its roadmap prioritizes the strengthening of aviation safety through enhanced collaboration and a data-driven approach aligned with the objectives of RASG-PA and PA-RAST. Key initiatives include ensuring that all ALTA member airlines maintain registration under IATA Operational Safety Audit (IOSA), IATA Standard Safety Assessment (ISSA) or Basic Aviation Risk Standard (BARS) by the end of 2026, promoting stronger industry participation in national CSTs, and developing national safety roadmaps for Brazil, Colombia and Mexico in coordination with IATA, focusing on the identification of predominant risks and targeted mitigation measures in markets that account for more than half of the region's operations.

3.9. The presentation also described how these objectives align with ongoing PA-RAST activities. ALTA contributes to the regional safety risk management cycle through its annual safety survey, which identified wildlife strikes, ramp operations and adverse weather as key perceived risks. In addition, ALTA acts as champion of the Runway Safety Working Group and leads the implementation of the Global Action Plan for the Prevention of Runway Incursions (GAPPRI) Tracker to monitor the implementation of runway incursion prevention actions, while promoting the use of CSTs to identify and mitigate regional safety hotspots and encouraging States to formalize their commitment to the GAPPRI initiative.

3.10. During the discussion, participants emphasized the importance of maintaining CSTs as flexible and data-driven collaborative mechanisms and recognized their role in enabling effective information sharing between industry and authorities. The Meeting expressed support for ALTA's strategic roadmap and encouraged States to strengthen the establishment and activation of CSTs and to support the implementation of the GAPPRI Tracker and related national safety initiatives.

4. State Presentations

Dominican Republic

4.1. Under P/05, Dominican Republic delivered a technical presentation on operational safety risks, safety data trends, and current challenges in the State air navigation system. The presentation explained that IDAC integrates both regulatory and air navigation service provider

functions within the same institutional structure, and highlighted the operational scale managed by the Santo Domingo Flight Information Region (FIR), reporting more than one million aircraft operations and approximately 88 million passengers between 2020 and 2025, including 217,620 operations in 2025 alone across nine control towers and area control centres.

4.2. The analysis focused on four principal risk categories: runway incursions, loss of separation (AIRPROX), large height deviations, and operational deviations. Data from 2025 showed 25 runway incursions, attributed to flight crews, air traffic control, and other operational factors. While AIRPROX and large height deviation events showed a general downward trend between 2023 and 2025, runway incursions increased during the second half of 2025 due to infrastructure works at Las Americas International Airport, where the closure of the main runway required the temporary conversion of a taxiway into a runway, creating a complex operational configuration.

4.3. To mitigate these risks, IDAC implemented several operational measures, including increasing final approach separation from 7 to 15 nautical miles during the temporary runway configuration and establishing additional reference points to manage departures. The presentation also described improvements in coordination with adjacent FIRs, updates to letters of agreement, and recurrent training to reinforce lessons learned from safety investigations. IDAC reported a significant increase in voluntary safety reporting under its SMS, with monthly reports growing from around 10 in 2019 to over 100 in 2025. The discussion noted that the lack of automated data collection systems remains a challenge and emphasized the importance of strengthening safety culture at the executive level to support technological investments and enhance data-driven safety management.

Aruba

4.4. Under P/07, Aruba presented the Safety Collaboration Initiative, which aims to adapt the CST concept to the operational realities of smaller States. He explained that Aruba's aviation system is relatively simple, consisting of a single aerodrome and a private Air Navigation Service Provider (ANSP) operating within a restricted airspace. A key challenge identified was the limited availability of operational safety data, as the Department of Civil Aviation traditionally received only mandatory reports from Air Traffic Control (ATC) and the aerodrome operator, while foreign airlines generally reported occurrences to their own organizations and home authorities rather than to the local authority.

4.5. To address this limitation, the Department of Civil Aviation established an informal collaborative framework with safety managers from the ANSP and the aerodrome operator. This initiative aims to standardize reporting formats and promote transparent information sharing among local stakeholders. Through this collaboration, several operational safety concerns were identified and analysed, including unstable approaches associated with ATC shortcuts to the Bonda waypoint. The analysis revealed that the minimum surveillance altitude used by controllers

resulted in aircraft arriving too high for a stabilized approach. As an immediate mitigation measure, the ANSP issued an operational bulletin discontinuing the use of such shortcuts. Additional risks were also identified, including light pollution from a nearby sports stadium affecting night circling approaches and the presence of sailboats in the approach path that could distract pilots.

4.6. The initiative also seeks to involve major foreign operators serving Aruba, such as American Airlines and JetBlue, by requesting their internal safety risk analyses related to operations at the airport. This collaboration is expected to enhance the understanding of local operational hazards and support the development of more effective mitigation measures.

4.7. Participants expressed strong support for the initiative, noting that it demonstrates how meaningful safety improvements can be achieved with limited resources through practical collaboration and information exchange. It was also highlighted that improving the quality and detail of safety reports is more valuable than increasing the number of reports. The Meeting recognized the benefits of beginning the initiative as an informal and trust-based collaboration, while Aruba indicated its intention to gradually formalize the working group with the support of the Director of Civil Aviation, ensuring a clear distinction between collaborative safety activities and regulatory oversight. The PA-RAST commended the progress achieved and encouraged Aruba to provide updates on the development of the initiative at future meetings.

4.8. As a result of the discussions, the Meeting agreed on the need to update the CST Implementation Guide to better reflect the range of practical approaches available to States. In particular, it was decided that the revised guidance should more explicitly incorporate informal collaboration solutions as a valid and effective starting point for safety information sharing and risk mitigation, recognizing that such initiatives can serve as a foundation for the gradual development of more formal Collaborative Safety Teams (**Action Item 03-2026**).

Panama

4.9. Panama delivered a presentation outlining its ongoing and planned initiatives to strengthen operational safety within the national aviation system, emphasizing that maintaining aviation safety as a primary national objective is essential to prevent risks to the broader aviation system and highlighted the need for rapid and coordinated action, supported by strong leadership through the State Safety Programme (SSP).

4.10. Panama explained its intention to establish a CST by 2027 as a key mechanism to enhance State–industry coordination. The CST concept was presented as a platform to support collaborative risk management, promote evidence-based decision-making, and facilitate the participation of different aviation sectors, including general aviation.

4.11. As an initial step toward strengthening collaboration, Panama introduced its Operational Safety Partners Programme. This initiative promotes voluntary commitments between the Civil

Aviation Authority and industry stakeholders, aiming to build trust and cooperation while supporting the progressive implementation of SMS within aviation organizations.

4.12. Panama also presented its NASP as the strategic roadmap guiding national safety improvements. The plan includes pilot initiatives to support SMS implementation in selected organizations, technical support from the authority, and the identification of best practices that can later be replicated across the aviation sector.

4.13. The presentation highlighted the development of safety performance indicators to measure the performance of the aviation system and support data-driven decision-making. These indicators are aligned with regional priorities and contribute to predictive risk analysis, improved system performance monitoring, and the exchange of safety information between the authority and industry.

4.14. Panama further explained that the SSP serves as the central driver of these initiatives. Ongoing efforts include regulatory updates aligned with ICAO provisions, strengthened oversight capabilities, and measures to support SMS implementation across the industry.

4.15. Finally, Panama highlighted actions to strengthen safety culture, including operational safety forums, technical assistance from ICAO through SSP and Universal Safety Oversight Audit Programme (USOAP) activities, and training programmes for key personnel from both the authority and industry. These initiatives aim to enhance competencies, support effective risk management, and ensure the long-term sustainability of the national aviation safety system.

5. European Union Aviation Safety Agency (EASA) Presentation

Data4Safety (D4S) Programme

5.1. Under P/09, EASA presented the Data4Safety (D4S) programme, a voluntary collaborative initiative designed to enhance aviation safety through large-scale data sharing and advanced analytics. The programme brings together a broad partnership of stakeholders, including airlines, European Union Member States, air navigation service providers, manufacturers and other aviation organisations, which collectively contribute operational data to a common analytical platform.

5.2. The presentation explained that the Data4Safety platform processes multiple sources of operational information using advanced computation techniques and artificial intelligence to generate safety intelligence for the aviation community. Through this approach, the system enables the identification and visualisation of operational risk patterns, including Global Navigation Satellite System (GNSS) radio-frequency interference events such as jamming and spoofing, as well as operational “hotspots” related to high-risk categories such as runway excursions, mid-air collision risks and turbulence. The resulting analyses support the development

of the European Plan for Aviation Safety and may lead to safety advisories or regulatory actions when significant risks are identified.

5.3. EASA also demonstrated how the platform integrates different datasets, including space-based Automatic Dependent Surveillance–Broadcast (ADS-B) information and safety reports, to allow detailed monitoring of operational events. For example, the system can analyse Traffic Collision Avoidance System (TCAS) resolution advisories at high temporal resolution, enabling safety experts to examine event evolution and crew responses in order to better understand operational risks and identify areas requiring mitigation.

5.4. The Meeting expressed interest in the potential value of Data4Safety for the Pan-American region. Participants discussed opportunities for cooperation with EASA, noting that the exchange of safety intelligence and analytical insights from the programme could help identify emerging safety trends affecting operations between Europe and the Americas and support regional safety risk management activities within PA-RAST and RASG-PA.

6. CST Status

Canadian Collaborative Analysis Group (CAG)

6.1. Under this agenda item, Canada delivered a presentation on the activities of the CAG, a joint regulator–industry forum established in 2020 to identify and mitigate systemic aviation safety risks through collaborative analysis. The presentation explained that the CAG operates in a manner similar to a CST, promoting open technical discussions and trust among stakeholders, even in the absence of formal legislative protections for voluntary safety information sharing. The mechanism allows industry partners to hold private caucuses when needed, ensuring that sensitive issues can be discussed while maintaining a cooperative environment.

6.2. Canada informed the Meeting that the CAG has identified five priority safety areas for 2026: runway and taxiway incursions, ground support operations, winter operations, unstable approaches, and the transportation of dangerous goods. Runway and taxiway incursion analysis has been delegated to the Canadian Commercial Aviation Safety Team (C-CAST), which conducts independent analyses using airline flight data and shares high-level findings with Transport Canada. In the area of ground support operations, the group applied BowTie risk analysis to identify operational hazards and supported mitigation initiatives, including the creation of a National Safety and Security Committee for Ground Operations and Ground Handling, the development of minimum requirements for ground handling training programmes, and the establishment of baseline requirements for ground operations in Canada.

6.3. During the discussion, it was clarified that Transport Canada relies primarily on oversight and mandatory reporting data, while industry partners contribute additional operational data and analytical insights. Industry stakeholders share visual data and statistical trends during risk assessments to support focused discussions on safety priorities. Examples cited included previous

work on unruly passenger events and ongoing analysis of ADS-B data in support of runway safety initiatives. The issue of lithium battery transport was also highlighted as an active topic of collaboration involving airlines and logistics partners.

6.4. Finally, the presentation informed the Meeting that proposed amendments to the Canadian Aeronautics Act are currently in the final stages of the parliamentary process and are expected to provide legal protections for voluntary safety information sharing programmes. Once enacted, these amendments will strengthen the protection of safety data and support more robust collaboration between industry and the regulator. The Meeting noted the value of the CAG model as an effective mechanism for collaborative safety risk management and expressed interest in receiving future updates on the outcomes of its safety initiatives.

Central American Collaborative Safety Team (CST)-CA

6.5. Regarding the CST-CA, COCESNA's Agencia Centroamericana de Seguridad Aeronáutica (ACSA) informed the group that progress is being made on the implementation roadmap previously established and presented in previous meetings. The current focus is on ensuring that the activities of the CST-CA move beyond simple notification and reporting.

6.6. Individual meetings have been conducted in each State with the support of ACSA and a supporting regional project. Industry engagement is also a key component of this progress, with meetings already held in El Salvador involving providers such as Aeroman, TACA International, and various flight schools. Similar industry meetings have taken place in Guatemala, and coordination is currently underway for an upcoming session in Costa Rica.

6.7. Furthermore, the initiative is benefiting from collaboration with ALTA and IATA, who are sharing their experiences from the creation of other successful collaborative safety teams, such as the one in Lima, to generate synergies and continue the establishment process across Central America.

Mexico CST

6.8. The discussion on CST-MEX highlighted important challenges affecting safety collaboration in Mexico. United States described the current level of coordination as limited, noting that collaboration mechanisms are not yet fully effective. Industry representatives indicated that communication between operators and the Mexican CAA on safety matters remains constrained, and that exchanges of safety information among local operators are not as developed as in other regions. Contributing factors include the absence of comprehensive data protection frameworks, frequent organizational changes within the authority, and institutional arrangements in accident investigation that may limit perceived independence.

6.9. To address these challenges, United States proposed exploring a model similar to the Canadian Collaborative Analysis Group, where operators voluntarily share safety data within a protected and confidential environment. Under this approach, detailed data would remain within

an industry-managed system, while aggregated analyses of operational risks—such as unstable approaches or terrain-related events—would be shared with the authority to support decision-making. Industry organizations expressed support for this concept and noted that data protection remains a broader regional issue that may require coordinated attention. This approach is aligned with the CST concept, which promotes structured collaboration and safe information sharing among stakeholders to enhance risk identification and mitigation.

6.10. Additional perspectives emphasized that sustained participation is essential for the success of such initiatives. It was suggested that mechanisms to encourage engagement, including integration with existing audit or oversight frameworks, could be considered. The role of aircraft manufacturers and international organizations was also highlighted as a catalyst for participation, given their ability to convene operators and promote adherence to safety initiatives. Support from air navigation stakeholders was identified as another key enabler to strengthen coordination across the operational environment.

6.11. The Meeting agreed on a forward path involving the use of industry influence to foster engagement among Mexican stakeholders. In this regard, the PA-RAST will support the organization of an initial meeting, with the participation of international partners, to establish a foundation for dialogue and progressively build trust among all parties involved.

7. Project Status Review

CFIT (Champion: United States)

7.1. The CFIT Working Group, led by United States, presented an update on recent activities and products developed under the RASG-PA CFIT initiative. The presentation highlighted the publication of RASG-PA Safety Advisory (RSA) 07C (2025), which provides updated mitigations and operational recommendations related to CFIT. This advisory offers guidance to operators on best practices for the use and management of Terrain Awareness and Warning Systems (TAWS).

7.2. The advisory incorporates reference to the RASG-PA Safety Issue Alert (RSIA) 01, which addresses the increased risk of CFIT associated with incorrect altimeter settings during Area Navigation - Barometric Vertical Navigation (RNAV BARO-VNAV) approaches. The team explained that such situations may result in an aircraft descending below the intended vertical path without triggering an Enhanced Ground Proximity Warning System (EGPWS) alert. The associated guidance therefore includes recommendations directed both to aircraft operators and to air navigation service providers.

7.3. The team also presented a review of CFIT accidents that occurred globally between 2020 and 2025, including events within the RASG-PA region. In the regional context, the Meeting was informed about the 2024 accident involving a BAE Jetstream 3100 operated by Northwestern Air

Lease in Canada. The investigation remains ongoing, with preliminary information indicating that the aircraft impacted terrain shortly after take-off.

7.4. The analysis also examined several CFIT accidents that occurred outside the region in order to identify systemic contributing factors. Among the events discussed was the 2022 accident involving an ATR 42-500 in Tanzania, where EGPWS alerts were disregarded and the crew continued the approach despite severe weather conditions, turbulence and reduced visibility, eventually impacting terrain short of the runway following multiple missed approaches.

7.5. Additional cases included two accidents that occurred in the Russian Federation in 2021. One involved an Antonov An-26 that deviated significantly from the approach path and descended below the minimum safe altitude without visual reference to the runway or terrain. The investigation identified altimeter errors caused by terrain effects, a Ground Proximity Warning System (GPWS) malfunction and breakdowns in crew resource management.

7.6. Another accident involved a Let L-410, where the crew conducted approaches below weather minimums at a Visual Flight Rules (VFR) only aerodrome and failed to divert to an alternate airport. The investigation identified discrepancies in Global Positioning System (GPS) data and runway coordinates, misuse of the autopilot during the final descent, and reduced situational awareness due to the absence of visual landmarks, which resulted in a significant deviation from the extended runway centreline.

7.7. The CFIT project team informed the Meeting that its next phase of work will focus on analysing serious CFIT-related events both within the RASG-PA region and globally. The objective is to identify recurring contributing factors, review applicable CAST Safety Enhancements and existing RASG-PA products, promote their implementation, and determine whether additional safety products should be developed to address identified risks.

LOC-I (Champion: Boeing)

7.8. Boeing shared updates on the organization of the upcoming RASG-PA Upset Prevention and Recovery Training (UPRT) workshop in February 2026 and outlined next steps, including the potential expansion of this UPRT workshop to key States in the near future.

7.9. Boeing also highlighted the intention to study the contributing factors identified in the final report of the Voepass ATR 72-500 accident in Brazil (August 2024), to bring the BCAST UPRT training bulletin to the region, and to translate the BCAST adverse weather bulletin.

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

7.10. The MAC Working Group, led by Canada, presented an update on recent activities, products under development and ongoing collaboration with the CAR/SAM Regional Planning and Implementation Group – Scrutiny Working Group (GREPECAS-GTE). The presentation included: initial analysis derived from the standardized PA-RAST analytical process applied to MAC

serious incidents present in ICAO Accident/Incident Data Reporting (ADREP) between 2019 and 2024; and highlights of the upcoming publication of a RASG-PA Safety Advisory on Large Height Deviations (LHD) in Reduced Vertical Separation Minimum (RVSM) Airspace developed in collaboration with GREPECAS-GTE.

7.11. The preliminary analysis of MAC serious incidents in the Pan America Region highlighted that 37% and 33% of MAC serious incidents occurred during the approach and en route phases of flight respectively; that over 40% of incidents mention TCAS-RAs. Top geographic incident locations were Mexico (33% - 9 events), Brazil (18% - 5 events) and Canada (15% - 4 events). It was noted that the Air Traffic Management (ATM) contribution field for all 9 Mexico events was marked as "None," suggesting a trend in how those occurrences are being officially attributed (primarily to crew or external factors) compared to other States.

7.12. Next step for the MAC project team is to work with IATA to drilldown to get more operational context related to identified hot spots. United States and ALTA will also engage with safety partners and operators to get their take on the operational context related to MAC risk in hot spot locations.

7.13. The soon to be published RASG-PA Regional Safety Advisory on Large Height Deviations in RVSM airspace was based on a similar RSA in Asia-Pacific Region and tailored to offer region-specific insights and recommendations to reduce MAC risk in the Pan American Region. The RSA promotes proactive reporting, shifting the focus from attribution to systemic improvement, inviting collaborative recalibration across the NAM, CAR, and SAM regions. Key recommendations were for operators to strengthen Standard Operating Procedures (SOPs) for FIR boundary transitions, notify ATC immediately of any deviations and maintain readback discipline; for FIRs to expand ATS Inter-facility Data Communication (AIDC) implementation across all FIR boundaries, standardize coordination protocols; and for oversight bodies to review and align reporting formats, monitor effectiveness of corrective actions.

8. Safety Data Review

CAST Data Presentation

8.1. The US CAST representative provided an update from the Aviation Safety Information Analysis and Sharing (ASIAS) programme that covered aggregated safety data for the period from Jan. 2021 to Dec. 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.

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

8.3. 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 is driven by unstable weather driven by hot temperatures during summertime.

8.4. 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

8.5. IATA presented an overview of regional safety priorities based on data-driven analysis derived from flight data monitoring and operational reports, highlighting key risk areas and trends across Latin America and the Caribbean. The presentation emphasized the importance of strengthening safety leadership through the promotion of a positive safety culture, with active engagement from senior management and the consistent application of best practices across all organizational levels. Collaborative initiatives, including the Safety Issue Hub and Safety Connect platforms, were identified as key enablers for industry-wide sharing and discussion of safety concerns, with more than one hundred safety issues currently tracked, including a significant number identified in the previous year.

8.6. The analysis identified mid-air collision risk as an area of concern in the region, with resolution advisories from traffic collision avoidance systems exceeding global averages, particularly in specific airspaces within Brazil, Colombia and Mexico. While most advisories are followed correctly, the data revealed instances of both excessive and insufficient pilot responses, indicating the need for continued monitoring and targeted mitigation actions.

8.7. The loss of satellite navigation signals was also highlighted as a growing issue, affecting operations mainly in the airspaces of Colombia, Mexico, Panama, and Venezuela. The trend showed an increase toward the end of the year, with a peak in December, and was associated with external factors such as military activities and protective measures for sensitive infrastructure.

8.8. Bird strikes were identified as a persistent regional risk, with occurrence rates above global benchmarks and clear seasonal patterns aligned with migratory periods, particularly in April and October, and with a higher concentration during the landing phase. In this context, IATA informed that it would engage with authorities and airport operators in the identified locations to coordinate mitigation initiatives (**Action Item 04-2026**).

8.9. Other areas of analysis indicated that LOC-I remains below global averages, although with seasonal variations, while runway incursion rates are slightly above global levels despite recent improvements in certain periods. The data also suggested variations in occurrence rates depending on aircraft category.

8.10. The presentation concluded by reaffirming the industry's commitment to continuous data analysis, the identification of regional hotspots, and the development of targeted action plans through collaborative efforts aimed at mitigating risks and maintaining high safety standards across the region.

8.11. In considering the identified MAC risk hotspots, the Civil Air Navigation Services Organisation (CANSO) proposed to lead an Ad-hoc Group, complementary to the HRC MAC project team, to engage with appropriate stakeholders to take action on TCAS-RA hotspots in Colombia (Bogota), Mexico and Brazil airspace. The Ad hoc Group will be supported by Canada, Dominican Republic, United States, , Airbus, Aeromexico, Avianca, and IATA . **(Action Item 05-2026)**

9. Other Topics

GNSS Interference RSIA

9.1. The PA-RAST State Vice-Chair reminded the Team that RASG-PA Safety Issue Alert RSIA-03 had been updated to include FIRs in the Eastern Pacific Ocean. The revised alert, now designated RSIA-03A, was published on 16 January 2026. States and operators were encouraged to review the alert and take note of the associated safety information and recommended mitigations.

HRC Project team management

9.2. The PA-RAST State Co-Chair and State Vice-Chair presented a proposal to improve PA-RAST project team management, motivated by growing complexity in the group's work, workload and increased external expectations to go beyond operational safety activities (e.g. to undertake work and track progress in other areas such as SSP implementation).

9.3. It was noted that HRC Project team leads did not connect with each other on a regular basis and that PA-RAST project team situational awareness would be improved if team leads engaged together in-between PA-RAST in-person meetings. To enable this connection, it was recommended that HRC Project team leads participate in the monthly Co-chair virtual calls.

9.4. It was also noted that IT policies of the various PA-RAST members had presented barriers for use of the different tracking tools adopted in the past few years (e.g. Ms Teams and Monday.com not accessible to all). It was recommended that a new more broadly accessible solution needed to be identified and adopted.

9.5. Given that there is an increased expectation from ICAO and RASG-PA for PA-RAST to demonstrate alignment with the GASP and Regional Aviation Safety Plan (RASP), PA-RAST should adopt the best practice developed by Asia-Pacific RAST (AP-RAST) - a multi-year project roadmap template for each HRC project team.

9.6. The template captures:

- alignment with GASP objectives for the specific high-risk category
- contributing factors and precursors being targeted

- planned safety enhancement initiatives by year
- assigned responsible parties Assigned responsible parties (OPIs)
- success metrics (outputs and outcomes)
- data sources used

9.7. The PA-RAST has an existing collaboration initiative with AP-RAST, and this tool was developed by AP-RAST to track regional airport safety assessments. Adapting it to PA-RAST HRC project teams was endorsed in principle by participants.

Potential new projects (Executive Steering Committee Meeting (ESC)/40/D01- Alignment of Funding Proposals with Donor Expectations)

9.8. The Secretariat informed the Meeting about key expectations established during the 40th ESC/40 discussions regarding alignment of project proposals with donor requirements. It explained that the main contributors to RASG-PA activities operate under structured internal budget cycles, which require proposals to be finalized and submitted well in advance. ICAO highlighted that submissions should preferably take place before the second semester of the year, as donor budget processes are typically concluded toward the end of the year.

9.9. The Secretariat emphasized that timely submission of proposals is essential to ensure that funding requests can be properly reviewed and incorporated into donor planning cycles. The Meeting acknowledged that delays in submission reduce the likelihood of securing financial support, as they may fall outside the timeframe available for internal approval processes. In this context, participants agreed on the need to strengthen planning practices and improve coordination with the ESC.

9.10. The discussion also addressed the current approach to project execution. The Meeting noted that project teams often rely primarily on internal resources, which may limit the scope of their activities. It was emphasized that planning should systematically consider the use of external support, including outsourcing and contractual arrangements, to better utilize available funding.

9.11. The Meeting concluded that aligning project timelines with donor expectations, combined with a more flexible approach to resource utilization, will enhance the effectiveness of project delivery. Timely requests and the strategic use of external resources will allow the group to maximize available support and achieve more comprehensive safety outcomes.

PA-RAST working papers for RASG-PA/15

9.12. The agenda addressed the item concerning the working papers for the fifteenth RASG-PA plenary session (RASG-PA/15). The Meeting considered whether any further comments or input were required regarding the documents prepared for this event. The discussion focused on

coordinating the review of the full set of Working Papers (WPs) and ensuring that the materials for the plenary session are thoroughly examined.

9.13. The Meeting noted the status of the asynchronous phase of RASG-PA/15, which involves the tasks of reading, reviewing, and commenting on documents. It was noted that, in parallel to RASG-PA/15, GREPECAS was also conducting its virtual meeting following the same format and timeframe. In this context, while GREPECAS has a volume of over fifty WPs, the number associated with PA-RAST is fewer than twenty, which was considered more manageable for participants.

9.14. The Meeting encouraged members to remain up to date with the documentation, particularly those submitted by the Secretariat. Reference was made to a WP on the election process that had already been extensively discussed. The Meeting also highlighted the importance of reviewing the working paper on GASP indicators, noting that these indicators directly affect regional safety activities and the ongoing work of the team.

9.15. The Meeting then discussed two priority WPs. Regarding the WP on GASP implementation indicators, the Secretariat clarified that the document was developed in response to a previous RASG-PA decision to review how indicators are applied, monitored, and reported, particularly in situations where implementation progress has stagnated. The document aims to encourage the identification of alternative approaches to improve implementation and presents an illustrative example to stimulate discussion. The Meeting noted that the paper remains under review in the asynchronous phase and that members are expected to provide comments to support informed decision-making during the plenary session.

9.16. The Meeting also discussed a WP proposing a trial adjustment to the PA-RAST meeting calendar. The proposal suggests reducing the number of annual meetings from four to three in 2026, while extending the duration of each meeting in order to maintain the level of productivity and depth of discussions. Participants exchanged views on the balance between maintaining effective information sharing and addressing the operational and resource constraints faced by organizations. The proposal was considered as a trial, allowing the group to evaluate its effectiveness before deciding on future arrangements.

9.17. In light of these discussions, the Meeting agreed on the need for further analysis of the proposed meeting model. An Ad hoc Group was established to develop a detailed proposal on the structure and organization of future PA-RAST meetings, including the possibility of longer sessions with enhanced focus on data analysis and working group activities. This group will be led by Brazil, with the participation of the RASG-PA Secretariat, PA-RAST co-chairs (Aruba and ALTA) and vice-chairs (Costa Rica and Boeing), Canada, Dominican Republic, Panama and United States. The group will conduct its work in the coming months, with the objective of supporting the implementation of a revised meeting model, should the proposal be endorsed at the RASG-PA/15 plenary (**Action Item 06/2026**).

9.18. The discussions also highlighted the importance of strengthening participation in the virtual phase, including the proper designation of focal points by States and active engagement in the review process. The Meeting noted the need for improved coordination among representatives when submitting comments and emphasized that the outcomes of the virtual phase would be reviewed during the in-person plenary session. Participants also stressed the importance of focusing on priority safety issues, enhancing data sharing, and ensuring that discussions lead to concrete actions and measurable results for aviation safety in the region.

10. Administrative aspects

PA-RAST Leadership Elections

10.1. The session addressed leadership elections and administrative adjustments aimed at ensuring continuity in PA-RAST activities. The discussions followed the established governance structure of the group, which relies on balanced representation between States and industry to support its operational effectiveness.

10.2. Within the industry sector, Mr. Virginio Corrieri (ALTA) transitioned to the role of Co-chair. This change created a vacancy in the vVice-chair position, which the industry members filled by electing Mr. Fabio Catani (Boeing) with unanimous support.

10.3. On the States side, both the Co-chair and Vice-chair positions required election due to the transition of previous leaders to other assignments, including a secondment to support the International Civil Aviation Organization. The Meeting elected Mr. Bryan Franca (Aruba) as State Co-chair and subsequently elected Mr. Victor Zamora (Costa Rica) as State Vice-chair.

10.4. The Meeting also discussed the alignment of leadership mandates with the RASG-PA governance cycle. While the current mandate was scheduled to remain in effect until November 2026, participants agreed to propose a reset of the cycle to align leadership terms with the plenary meetings typically held in March. The Meeting will submit this proposal, together with the election results, to the RASG-PA plenary for formal ratification at the upcoming RASG-PA/15 meeting.

10.5. The discussion further addressed potential amendments to the Terms of Reference (ToRs) regarding eligibility criteria for leadership positions. The current requirement defines active members as those who have participated in at least two of the last four meetings. Participants recommended revising this provision to make it a preferred criterion rather than a mandatory condition, in order to provide greater flexibility in identifying qualified candidates when needed.

10.6. The Secretariat will prepare a formal proposal reflecting these amendments for review at a future ESC session (**Action Item 07/2026**).

Next PA-RAST Meeting dates

10.7. A new calendar for PA-RAST meetings will be established during the RASG-PA/15.

The list of resulting action items from this PA-RAST meeting and the follow-up to valid action items from previous PA-RAST meetings are all included in the **Appendix**.

Appendix – Action Items derived from PA-RAST Meetings

Action Item	Meeting	What	When	Who	Status
07/2026	PA-RAST/70	Prepare a proposal of amendment to the ToRs regarding changes in the “active member” criteria	By ESC/41	Secretariat	Valid
06/2026	PA-RAST/70	An ad hoc group to develop a detailed proposal for the structure and organization of future PA-RAST meetings under a revised meeting model	By ESC/41	Brazil (with support from, Dominican Republic, Panama ALTA, and Boeing)	Valid
05/2026	PA-RAST/70	Establish an ad hoc group to engage with appropriate stakeholders to take action on TCAS-RA hotspots in BOG, MEX and Brazil airspace	PA-RAST/72	CANSO (with support from Canada, Dominican Republic, United States, IATA, Aeromexico, Airbus, Avianca)	Valid
04/2026	PA-RAST/70	Meet with the aeronautical and environmental authorities of Panama, Colombia, and Chile to facilitate information sharing between these authorities and airports to coordinate bird strike mitigation efforts	PA-RAST/72	IATA	Valid
03/2026	PA-RAST/70	Update the CST Implementation Guide to better reflect the range of practical approaches available to States	PA-RAST/73	Canada	Valid
02/2026	PA-RAST/70	Develop strategy and guidance material for voluntary safety reporting programs	PA-RAST/72	US and Aeromexico	Valid
01/2026	PA-RAST/70	Develop a template for an agreement document, like a declaration or letter of intent, to ensure a sustained commitment to the ongoing activities of local CSTs	PA-RAST/72	Airbus (supported by the Secretariat)	Valid
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	Completed

Action Item	Meeting	What	When	Who	Status
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 DELAYED FOR PA-RAST/71
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, Sao Paulo and Bogota 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 DELAYED FOR THE PA-RAST/71	ALTA	Valid ALTA requested more time to finalize the work; therefore, the results will be presented at the next meeting

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)	Completed
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	Mexico (SENEAM) and Aeromexico	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 The item was deferred and is now scheduled to be presented at PA-RAST/71	ALTA	Valid ALTA reported that they are currently developing the information for this advisory

Action Item	Meeting	What	When	Who	Status
14/2023	PA-RAST/60	Determine feasibility of converting CAST SEs 237 into an RSA	December 2025 Due to the ongoing technical coordination required, the deadline was extended to December 2026 to provide more time for development	Boeing	Valid The team reported that they are still working with the Commercial Aviation Safety Team (CAST) in United States to gain a deeper understanding of this specific safety element.
