



Organización de Aviación Civil Internacional  
Grupo Regional sobre Seguridad Operacional  
de la Aviación - Panamérica (RASG-PA)

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

## **RASG-PA/14**

### **Final Report**

Asynchronous Session: 24 September to 31 October 2024  
In person Session: Lima, 19 & 20 November 2024

Prepared by the Secretariat

December 2024

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## MEETING REVIEW

### ii.1. Place and duration of the Meeting

ii.1.1 The Fourteenth plenary meeting of the Regional Aviation Safety Group - Pan America (RASG-PA 14) was conducted in two sessions: the asynchronous/ virtual Session conducted between September 24 and October 31, 2024 and an in-person session was held in Lima, Peru from November 19 to 20, 2024. On November 19, the RASG-PA Safety Day, on the morning of November 20th, the deliberations of the RASG-PA/14 plenary meeting were held, and on the afternoon of November 20, 2024, the joint session of the Plenary meetings of the Regional Safety Group and the CAR/SAM Planning and Execution Group (GREPECAS) was held.

### ii.2 Discussion of Working and Information Papers

ii.2.1 The discussion of the Working Papers was carried out in the asynchronous/ virtual Session conducted. This report includes the exchanges registered in relation to the content of the Working Papers published on the RASG-PA site and the Microsoft Teams space created for this purpose; and the discussions held during the face-to-face/ in-person session of the meeting.

ii.2.2 The Meeting unanimously expressed its support and recognition of the discussion of Working Papers and Information Papers asynchronously and requested the Secretariat to keep this practice for future meetings.

### ii.3 RASG-PA Safety Day

ii.3.1 On November 19, 2024, the second version of the RASG-PA Safety Day was held, which was completely dedicated to Mid-Air Collision (MAC) risk analysis. In **Appendix A** you will find the event agenda, which includes details of the topics addressed, the presenters, and the conclusions derived from the presentations and the subsequent exchange.

ii.3.2 The Meeting agreed that, based on the topics discussed at the RASG-PA Safety Day, the PA-RAST would update the 2025-2026 work programme for the MAC Working Group and would submit it to the Executive Steering Committee ESC/40Meeting for approval

### ii.4 Inaugural Ceremony

ii.4.1 During the joint session of the Plenary meetings of the Regional Safety Group and the CAR/SAM Planning and Execution Group (GREPECAS), a joint GREPECAS/ RASG-PA opening was provided for the RASG-PA/14 and GREPECAS/22 meetings by Messrs. Andrew Larsen, RASG-PA Co-Chairperson States, and André Eduardo Jansen, Chairperson of GREPECAS. Welcoming remarks by Messrs. Christopher Barks, Regional Director of the North American, Central American and Caribbean (NACC) Regional Office of ICAO and Secretary of GREPECAS, who emphasized GREPECAS' work programme activities and the need for a greater coordinated work and planning of the new operational improvements of ANS, and Fabio Rabbani, Regional Director of the South American (SAM) Regional Office of the International Civil Aviation Organization (ICAO) and Secretary of RASG-PA, who welcomed participants to Lima.

## ii.5 Officials and Secretariat

ii.5.1 The Meeting was chaired by Mr. Andrew Larsen (Canada), Co-Chair of RASG-PA representing States, and Mr. Javier Vanegas (CANSO) Co-Chair of RASG-PA representing the Industry and International Organizations. Mr. Fabio Rabbani served as Secretary of the Meeting and was assisted by Mr. Julio Siu Deputy Regional Director of the ICAO NACC Regional Office, Mr. Javier Puente, Regional Safety Implementation Officer of the SAM Regional Office, and Mr. Fernando Camargo, Regional Officer Technical Assistance of the NACC Regional Office.

## ii.6 Working languages

ii.6.1 The working languages and documentation of the Meeting were English and Spanish.

## ii.7 Agenda

ii.7.1 The following Agenda was adopted:

### ASYNCHRONOUS/ VIRTUAL SESSION

(24 September to 31 October 2024)

- Agenda Item 1: Administrative Matters of RASG-PA
- Agenda Item 2: Status on the Implementation of GASP in the Pan-American Region
- Agenda Item 3: Implementation Problems and Possible Solutions
- Agenda Item 4: Status of RASG-PA Safety Improvement Projects and Initiatives
- Agenda Item 5: Specific Measures and Improvements that Require Consideration by the ANC and the Council
- Agenda Item 6: Specific Recommendations to the ICAO Council to Improve Future Editions of the GASP
- Agenda Item 7: Aspects of Coordination Between RASG-PA and GREPECAS
- Agenda Item 8: Any Other Business

### FACE-TO-FACE/ IN-PERSON SESSION

Lima, 19 November 2024

**RASG-PA Safety Day** – State and industry representatives shared with the region important lessons learned and best practices related to Mid-Air Collision safety risk mitigation. Important space for discussion and exchange of information for the benefit of the region.

20 November 2024

- Agenda Item 1B: Review of the matters of the asynchronous phase
- Agenda Item 2B: Review and Approval of the RASG-PA/14 Final Report
- Agenda Item 3B: Discussion of improvement opportunities for upcoming meetings
- Agenda Item 4B: Approval of RASG-PA/GREPECAS meeting dates for the next triennium

Agenda Item 5B: RASG-PA/GREPECAS Joint Session

## ii.8 Assistance

ii.8.1 The Meeting was attended by 52 participants from 22 States, and 31 participants from 20 International Organizations and the industry, totaling 94 attendees including the Secretariat. The list of participants is shown on page iii.

## ii.9 Conclusions and Decisions

ii.9.1 The RASG-PA records its activities in the form of Conclusions and Decisions as follows:

The Conclusions address matters that, in accordance with the terms of reference of the Group, deserve the direct attention of States/Territories and/or International Organizations, which require further necessary measures to be raised by the Secretary in accordance with established procedures.

The Decisions refer only to matters that deal with the internal organization of the work of the Group and its Contributory Bodies.

## ii.10 List of Conclusions

Number	Title	Page
C01/2024	IMPROVEMENT OF THE GASP IMPLEMENTATION MONITORING PROCESS	2-2
C02/2024	PROJECT CONCEPT ON THE LOW IMPLEMENTATION OF SSP IN THE REGION	3-1

## ii.11 List of Decisions

Number	Title	Page
D01/2024	APPROVAL OF THE STATUS OF THE RASG-PA INDICATORS	2-1
D02/2024	APPROVAL OF THE RASG-PA PROJECTS ACTIVITY REPORT FOR SUBMISSION TO THE ANC	4-1
D03/2024	AD-HOC GROUP TO ASSESS THE SAFETY ISSUES PARAST/ MAC – GTE COORDINATION	7-2
D04/2024	TCAS RA EVENTS REDUCTION AND MITIGATION STRATEGY IN CAR/SAM FIRs	12-2

**iii. List of participants****ARUBA**

1. Glenn Kelly

**BAHAMAS**

2. Ian Valentino McKenzie
3. Joshua Emmanuel Williams

**BELICE**

4. Natalie McSweeney
5. Irvin Zelaya

**BRAZIL**

6. Bernardo Tomaz de Castro
7. André Eduardo Jansen
8. Clovis Fernandez Junior
9. Diego Henrique de Brito
10. Renata Rodrigues Frias
11. Alessandro Silva
12. Juliana Ramos Torres de Souza
13. Jorge Avila

**CANADA**

14. Andrew Larsen
15. Michel Roy

**CHILE**

16. Eduardo Adolfo Peña Merino
17. Gina Tillería

**COLOMBIA**

18. Diana Luque Salcedo
19. Ivonne Vergara

**COSTA RICA**

20. Manrique Hidalgo Méndez
21. Víctor Zamora Vargas
22. Luis Carlos Nuñez Lizano
23. Luis Torres Nuñez

**CUBA**

24. Carlos Pérez Andino
25. Rigoberto Ochoa
26. Orlando Nevot

**CURACAO**

27. Jacques Lasten

**DOMINICAN REPUBLIC**

28. Claudia Roa
29. Gender Castro
30. Carlos Alcántara

**ECUADOR**

31. Wilson Torres
32. Alexander Guncay

**EL SALVADOR**

33. José Ricardo González Miranda
34. Francisco Atilio Samayoa Santos

**FRANCE**

35. Ravo Randria

**GUATEMALA**

36. Enio Hernández
37. Silvia Herrera
38. Julio Gálvez

**GUYANA**

39. Trevor Lloyd Daly
40. Sewchan Hemchan

**PANAMA**

41. Yahiveth Sahalia Araúz Prado

**PARAGUAY**

42. Margarita Cabrera Obarrola
43. Liz Rocío Portillo Castellanos

**PERU**

44. Paulo Vila Millones
45. Sady Beaumont Valdez

**TRINIDAD AND TOBAGO**

46. Kent Ramnarace-Singh

**UNITED STATES**

47. Gene Burdick
48. Angel Luna

49. Melvin Cintron  
50. Amy Jacky  
51. Giles Strickler

**URUGUAY**

52. Mario Dávila

**AIRBUS**

53. Rudy Quevedo

**AIREON**

54. Alessander Santoro  
55. Paco Solvez

**ATECH**

56. João Batista Oliveira Xavier  
57. Edson Fagundes Gomes

**AVIANCA**

58. Rubén Mauricio Morales Diego

**CANSO**

59. Javier Venegas

**CARSAMPAF**

60. Yeiner Enrique Molina Reyes

**COCESNA**

61. Roger Alberto Pérez

**EASA**

62. Alfonso Arroyo Fernandez

**EMBRAER**

63. Paulo Manoel Razaboni

**EMPIC**

64. Dennis Poetz

**FREQUENTIS**

65. Francisco Javier Bedolla Miranda  
66. Adriana Candez  
67. Matthias Gerlich

**IATA**

68. Gerardo Hueto

69. Julie Mailhot  
70. Jaime Abigantus  
71. Julio Pereira

**IFAIMA**

72. Luis Fernando Cruz Alburqueque

**IFALPA**

73. Angel Dominguez Catzin

**IFATCA**

74. Roger Alberto Pérez

**INDRA**

75. Andrés Agüero Muñoz  
76. Rodrigo San Martín Muñoz

**LACAC**

77. Jaime Binder

**SEABURY SOLUTIONS**

78. Manuel Emilio Roché  
79. Tomás Agustín Bruno

**SITA**

80. Miller Sierra  
81. Juan Pablo Vélez

**THALES**

82. Pablo Fernández Izquierdo  
83. Julien Roux

**ICAO**

84. Fabio Rabbani  
85. Christopher Barks  
86. Julio Siu  
87. Jorge Armoa  
88. Fernando Hermoza  
89. Javier Puente  
90. Fernando Camargo  
91. Roberto Sosa  
92. Fabiana Todesco  
93. Elie Tanious EL Khoury  
94. Josué González

**iv Documentation List**

iv.1 All the Meeting documentation is available at the following web link:

<https://www.icao.int/RASGPA/Pages/MeetingsDocumentation.aspx?m=2024-RASGPA14>

Number	Agenda item	Title of the Working Paper	Date	Presented by
WP/01		Tentative Agenda	14/11/2024	Secretariat
WP/02	2	Status of RASG-PA safety indicators	24/09/2024	Secretariat
WP/03	3	Identification of the causes of the low implementation of the SSP in the region	24/09/2024	Secretariat
WP/04	4	ESC report to RASG-PA on activities, initiatives and RASG-PA projects	24/09/2024	Secretariat
WP/05	7	RASG-PA – GREPECAS coordination	24/09/2024	Secretariat
WP/06	7	Safety risk factors in CAR/SAM RVSM	24/09/2024	GTE Rapporteur/ Secretariat

Number	Agenda item	Title of the Information Paper	Date	Presented by
IP/01	5B	Working session on the use of TCAS advisory data for ATS safety management	18/11/2024	Secretariat
IP/02	1	RASG-PA Support and financial status	26/09/2024	Secretariat
IP /04	3	Advancing safety through global safety information exchange	06/11/2024	United States

Number	Agenda item	Title of the Presentation	Date	Presented by
P/01	8	Outcomes of the Fourteenth Air Navigation Conference AN/Conf/14	18/11/2024	Secretariat
P/02	8	Review of the action taken by the Air Navigation Commission on the report of GREPECAS/21 and RASG-PA/13 meetings	26/09/2024	Secretariat

**Agenda Item 1:           Administrative Matters of RASG-PA**

1.1                   Under IP/02, the Secretariat provided a summary of the financial status of RASG-PA to date.

**Agenda Item 2: Status on the Implementation of GASP in the Pan-American Region**

2.1 Through WP/02, the Secretariat presented the status of the RASG-PA Safety Performance Indicators (SPIs). The current status of the indicators is presented in **Appendix B** of this report.

2.2 The Paper was well received, and it was noted that it provided important information on the status of the Global Aviation Safety Plan (GASP) implementation in the region. However, several opportunities for improvement were identified regarding the processing and presentation of the information, highlighting the following:

- a) the representation of IOSA-certified operators as an absolute number might not be the best choice and is subject to changes throughout the year; a percentage could be used instead
- b) it would be useful to add a timeframe for risk of fatality indicator
- c) it would be useful to include indicators for GASP Targets 3.3 and 4.3
- d) the indicators of target 1.1 can be expanded per HighRisk Categories (HRC) (and possibly Additional Risk Categories - ARCs), providing full information on those occurrence categories, to foster further discussion about their status
- e) the indicators about Effective Implementation (EI) could further include other areas to explore possible relations with the observed average of EI below 75% in the Pan American Region.

2.3 It was observed that some goals have remained stagnant over the last years such as the EI in Aerodromes and Ground Aids (AGA) and Air Navigation & Aviation Services (ANS), and some have scores that have decreased such as the percentage of States with EI greater than 75%, to mention a few, and that RASG-PA should work to identify the root causes that drives this behaviour and identify corrective actions.

2.4 As a result of the comments expressed, the following Decisions were approved:

<b>DECISION</b>		<b>APPROVAL OF THE STATUS OF THE RASG-PA INDICATORS</b>	
<b>RASG-PA/14/D01</b>			
<b>What:</b> The status of RASG-PA indicators as presented in Appendix B to this report is approved for submission to the Air Navigation Commission (ANC) and the ICAO Council.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational	
<b>Why:</b> To comply with the current reporting procedures.			
<b>When:</b> Immediately	<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Not valid / <input type="checkbox"/> Completed		
<b>Who:</b> <input checked="" type="checkbox"/> Secretariat <input checked="" type="checkbox"/> Others:			

CONCLUSION RASG-PA/14/C01		IMPROVEMENT OF THE GASP IMPLEMENTATION MONITORING PROCESS	
<b>What:</b> That the Secretariat and PA-RAST analyze the recommendations in paragraphs 2.2 and 2.3 and propose specific actions to the ESC for their implementation by ESC/40.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational	
<b>Why:</b> To improve the quality of information related to the implementation of the GASP and to drive progress in implementing the indicators that show lesser progress, stagnation, or regression.			
<b>When:</b> By ESC/40		<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Not valid / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> Secretariat <input checked="" type="checkbox"/> PA-RAST			

**Agenda Item 3: Implementation Problems and Possible Solutions**

3.1 Under WP/03, the Secretariat presented a proposal to undertake a project that would enable RASG-PA to identify the causes of the low implementation of the State Safety Programme (SSP) in the Region, thus facilitating the development of solutions that allow States to manage operational safety risks in a timely and efficient manner.

3.2 The paper received broad support from RASG-PA members. It was suggested that, as part of the project preparation, the results of a survey conducted by the GASP Study Group (GASP-SG), which identifies some challenges to SSP implementation, should be considered.

3.3 The importance of the Secretariat keeping RASG-PA members informed about the study's progress and the timeline for obtaining results was emphasized.

3.4 It was recommended that the study include States' perspectives on their main challenges in implementing the SSP and their expectations regarding opportunities to facilitate this process. Additionally, it was mentioned that communication of the study's results to the ANC should include corrective actions proposed by RASG-PA.

3.5 Finally, it was considered that the study should seek the causes of the low SSP implementation in the region and that these results should be obtainable even without suggesting a hypothesis as part of the study, allowing RASG-PA to await the findings to determine the appropriate actions.

3.6 Accordingly, the following Conclusion was agreed upon:

<b>CONCLUSION RASG-PA/14/C02</b>		<b>PROJECT CONCEPT ON THE LOW IMPLEMENTATION OF SSP IN THE REGION</b>	
<b>What:</b> a) That the Secretariat entrust an external and independent academic entity with conducting a study on the causes of low SSP implementation in the region and once the study results are known, the findings and recommendations of RASG-PA be submitted to the Air Navigation Commission (ANC) and the detailed project charter be submitted for approval no later than the ESC/40 meeting.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational	
<b>Why:</b> To facilitate the establishment and implementation of SSP in the region, and to prioritize simpler, more efficient, and effective risk management.			
<b>When:</b> The detailed project charter will be submitted by the Secretariat for approval no later than the ESC40 meeting.		<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Not valid / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> Secretariat			

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**Agenda Item 4: Status of RASG-PA Safety Improvement Projects and Initiatives**

4.1 Under WP/04, the Secretariat presented a summary of the finished and current projects and activities carried out by RASG-PA since the RASG-PA/13 meeting. The details of these projects and activities are found in **Appendix C** to this report.

4.2 The paper received unanimous support from participants, who emphasized the importance of highlighting the work carried out by RASG-PA and the commitment of its members. The importance of communicating these achievements and exchanging experiences with other RASGs was also agreed upon.

4.3 States and International Organizations which are not yet active on RASG-PA were also urged to join and collaborate with the efforts undertaken, with the understanding that cooperation and teamwork are essential to achieving the group's objectives.

4.4 As a result of the support for the content of the paper, the following Decision was agreed upon:

<b>DECISION</b>		<b>APPROVAL OF THE RASG-PA ACTIVITY REPORT FOR SUBMISSION TO THE ANC AND THE ICAO COUNCIL</b>	
<b>RASG-PA/14/D02</b>			
<b>What:</b> The RASG-PA activity report is approved for submission to the Air Navigation Commission and the ICAO Council.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational	
<b>Why:</b> To comply with the current reporting procedures.			
<b>When:</b> Immediately	<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Not valid / <input type="checkbox"/> Completed		
<b>Who:</b> <input checked="" type="checkbox"/> Secretariat			

**Agenda Item 5:            Specific Measures and Improvements that Require Consideration by the ANC and the Council**

5.1                            No Papers were submitted under this agenda item.

**Agenda Item 6:            Specific Recommendations to the ICAO Council to Improve Future Editions of the GASP**

6.1                        No Papers were submitted under this agenda item.

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**Agenda Item 7: Aspects of Coordination Between RASG-PA and GREPECAS**

7.1 Under WP/05, the Secretariat presented the collaborative efforts between the RASG-PA and the CAR/SAM Planning and Implementation Regional Group (GREPECAS) to enhance capacity, efficiency and safety in Air Navigation Services (ANS), aligning with ICAO's Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP).

7.2 In 2023, this list of joint activities between RASG-PA and GREPECAS was updated (Decision 21/01 and Conclusion RASG-PA/13/C4/2023), which includes the following activities:

- a) collaboration between the Scrutiny Working Group (GTE) and the RASG-PA Mid-Air Collision (MAC) Working Group;
- b) CAR and SAM Runway Safety Team (RST) Implementation Project;
- c) implementation of Performance-Based Navigation (PBN) procedures on a Visual Runway – SAM;
- d) implementation of PBN procedures on a Visual Runway – NACC;
- e) Air Traffic Services (ATS) Language Proficiency Project (LPR) in the CAR and SAM Regions;
- f) PA-RAST Controlled Flight into Terrain Working Group Project for the mitigation of CFIT type accidents;
- g) activities related to Unmanned Aircraft System(s) (UAS)/ Remotely Piloted Aircraft System (RPAS);
- h) Aeronautical Information Service (AIS) personnel competency evaluation; and
- i) activities related to the prevention of turbulence related accidents.

7.3 During the virtual (asynchronous) phase meeting, the States, International Organizations and the industry supported this WP/05. Moreover, Costa Rica supported the LPR initiative for Aeronautical Information Management (AIM) and suggested taking into consideration that the AIM officer currently uses more reading and writing skills rather than speaking. Panama informed that implementing virtual English reinforcement programmes would facilitate staff AIM, Meteorology (MET), Procedures for Air Navigation Services – Aircraft Operations (PANS OPS), and Telecommunications participation in these programmes, as well as the continuous monitoring and evaluation of staff's progress.

7.4 Regarding the Project for implementing PBN procedures on a visual runway, Mexico reported that it would welcome the opportunity to share experiences to better understand the steps and regulations involved in this implementation. Mexico is currently evaluating technical guidelines needed to advance to the project's testing phase. Additionally, it would be helpful to have guidance material specifically for implementing PBN procedures on a visual runway

7.5 United States has recognized the effective collaboration between GREPECAS GTE and the Pan America Regional Aviation Safety Team (PA-RAST) in analysing Traffic Collision Avoidance System Resolution Advisory (TCAS-RA) data. Currently, PA-RAST presents TCAS-RA data to the GTE, which aids in identifying potential aircraft separation issues. To enhance safety risk reduction, United States recommended that the GTE also present Large Height Deviation (LHDs) data at the PA-RAST meetings. By integrating both data sets and broadening stakeholder engagement, GREPECAS GTE and PA-RAST can collaboratively work towards significantly lowering safety risks and achieving the Target Level of Safety (TLS) in the CAR/SAM Regions. The Secretariat noted the comment from United States and will enhance the data analysis process of the GTE to provide more specific data to the PA-RAST.

7.6 Furthermore, Aruba, Brazil, United States, and other States requested revisions to the text of WP/05. In response, the Secretariat addressed these requests by publishing the revised version (WP/05 Rev.).

7.7 The Rapporteur and the Secretariat of the GREPECAS GTE presented GREPECAS WP/41, which provided information on the analysis of data on LHDs during 2023. The WP highlighted two situations that significantly impact the CAR/SAM Reduce Vertical Separation Minimum (RVSM) airspace risk: aircraft without communication and aircraft without information on RVSM approval.

7.8 WP/41 indicated that in the analysis of 2023 LHD events, a contributing risk factor identified was aircraft crossing the receiving Flight Information Region (FIR)'s reporting point without establishing the necessary communication. Delays in communication between the aircraft and the receiving FIR's Air Traffic Services (ATS) may generate LHD events, with risk assessments varying significantly depending on whether the FIR has surveillance coverage.

7.9 Regarding aircraft without RVSM approval information, WP/41 noted that this situation has a significant impact on the Collision Risk Model (CRM) for vertical collision risk, being one of the primary factors contributing to some CAR/SAM FIRs exceeding the TLS. During 2023, the FIRs of Curaçao, Guayaquil, La Paz, Panama and Port-au-Prince identified a significant number of aircraft operations without the necessary RVSM approval information. WP/41 notes that, as part of the process, whenever the Caribbean and South American Monitoring Agency (CARSAMMA) identifies an aircraft not listed in the RVSM approval database, the agency contacts the State of registry. However, it is common for some CAR/SAM States not to respond to CARSAMMA's communications.

7.10 WP/41 requested that CAR/SAM States note the identified factors affecting safety in CAR/SAM FIR RVSM airspace, particularly aircraft without communication and information on RVSM capabilities. It also urged States to improve communication with CARSAMMA by facilitating the exchange of data on RVSM capabilities of aircraft registered in the CAR/SAM States.

7.11 During the (asynchronous) virtual phase meeting, a significant number of States expressed agreement with the information presented and support for the recommendations in WP/41. Also, some participants emphasized the importance of not including flight numbers, airlines, and other sensitive information when presenting similar information to that in WP/41, a suggestion the Secretariat has noted.

7.12 In order to precisely understand the root cause of these events, the following Decision was adopted:

<b>DECISION</b>		<b>AD-HOC GROUP TO ASSESS THE COORDINATION OF PA-RAST/MAC -GTE SAFETY ISSUES</b>	
<b>RASG-PA/14/D03</b>			
<b>What:</b> An Ad-hoc Group is established under the responsibility of PA-RAST/MAC, in coordination with the GREPECAS GTE and the ICAO Secretariat, to assess the root cause of the identified issues which results will be presented by the ESC/40 meeting.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> To develop targeted mitigation strategies to address the specific categories of LHDs in RVSM airspace within the CAR/SAM Regions.			
<b>When:</b>	Results to be presented by ESC/40	<b>Status:</b>	<input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b>	<input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	PA-RAST	

7.13 Argentina suggested incorporating virtual sessions to facilitate expert participation in the GTE meetings.

7.14 Based on this discussion and after two years, GREPECAS and RASG-PA recognized that:

- a) certain activities align more specifically with the mandates of either group, such as AIS competency (GREPECAS) and turbulence prevention (RASG-PA);
- b) implementation of PBN procedures on a Visual Runway in SAM Region is completed, and the same implementation in the CAR Region on PBN was suggested to be revisited with Mexico; and
- c) all other joint activities are still in process, such as collaboration between the GTE and the RASG-PA MAC Working Group, CAR and SAM Runway Safety Team (RST) Implementation Project, Air Traffic Services (ATS) Language Proficiency Project, and the PA-RAST Controlled Flight into Terrain Working Group Project for the mitigation of CFIT type accidents. The progress and achievements include successful workshops, the creation of repositories, and the development of safety measures for each project.

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**Agenda Item 8: Any other business**

**Advancing Safety Through Global Information Exchange**

8.1 Under IP/04, United States commented an initiative related to sharing safety data and intelligence between States, and how it could help to better identify existing and emerging risks in the aviation system, allowing for a more holistic analysis and aligned safety outcomes. By establishing a safety information exchange, States can effectively comply with their obligations under the Convention on International Civil Aviation and improve the overall level of aviation safety worldwide. This paper highlighted the urgency for strengthening safety data sharing internationally and how United States Federal Aviation Administration (FAA) was building capabilities in this area and exploring opportunities for global engagement. A working paper will be presented by United States at the next ESC meeting in 2025.

**PA-RAST/Asia Pacific Regional Aviation Safety (APRAST) Collaboration**

8.2 PA-RAST presented an update on the PA-RAST/AP-RAST collaboration effort being developed. The following aspects were shared during the meeting:

- PA-RAST and APRAST will enter a collaborative initiative to exchange safety products and information
- the co-chairs and/or the secretariats will be conduits for which communication and information will be exchanged
- develop a process to adapt products developed by Regional Aviation Safety Team (RASTs) from other regions, referencing the originating RAST in the adapted product
- develop a mechanism for the exchange of safety hazard information. Newly identified safety hazards and risks in Asia Pacific and/or PA-RAST will be shared, and they will be analyzed by respective region to assess if they are present
- identify a mechanism to carry out a joint safety analysis between the RASTs, if needed
- identify lessons learned based on the communication, exchange and joint analysis activities to formalize the collaboration upon approval by the RASG during the test phase of 1-2 years.

**ICAO Regional Offices support for GASP goals implementation**

8.3 Following the roles and responsibilities of the NACC and SAM Regional Offices in relation to the RASG-PA on gathering and keeping up-to date safety data and information from their member States; develop and support the implementation of the Regional Safety Plans; and monitor and determine either compliance, and support request, or implementation difficulty that needs to be forwarded to ICAO on the respective goals and targets of the Global and Regional Plans, the following initiatives/actions that, in complement to the actions of the RASG-PA, have played a crucial role in strengthening aviation safety and efficiency in the NAM and CAR regions, from the NACC and SAM Regional Offices were carried out since the last RASG-PA Plenary meeting in 2023:

### **NACC Regional Office**

- a) The enhancement to the NACC Strategic Assistance Programme (SAP) to improve the effectiveness and focused assistance and improving evaluation mechanisms and inclusion of a broader assistance scope with Environment and Economic development of Air Transport, among other enhancements.
- b) The NACC Aviation Accident and Incident Investigation (AIG) Turnkey Project aims to enhance States' national capacity in accident and incident investigation by promoting cooperative investigation mechanisms and facilitating the future adoption of Regional Accident and Incident Investigation Organizations (RAIO).
- c) The Comparison of Legal Framework Project enables regulatory harmonization by comparing the main legal frameworks across the region, fostering mutual acceptance of certificates and encouraging bilateral or multilateral agreements.
- d) The Improvement of States Safety Oversight System (SOS) Project helps States establish and maintain sustainable and effective safety oversight systems, increasing oversight capabilities and establishing permanent monitoring as part of the NACC SAP. This provided onsite standardized evaluations of the state's safety oversight system through the point of view of USOAP, IASA and SAFA audit methodologies; this project has conformed three groups of experts selected from the region authorities and RSOO (in kind support). The project provides advice to solve the nonconformities found and the RO provides the monitoring of the action plans. The NACC Regional Office had also established the SSP working group (WG) aiming to foster interstate communication and collaboration. The WG is assigned with specific task to solve common issues among the states of the region and monitored by the safety implementation specialist of the NACC RO. The WG has developed guidance material, workshop material related to the On-line Framework (OLF) and USOAP CMA to be imparted virtually. Nowadays the SSP WG is developing guidance for the development of a Safety Data Collection and Processing Systems (SDCPS), among other documents. The updating of the safety related project is being enhanced with the incorporation of the iPacks as applicable.
- e) The Strengthening Eastern Caribbean Civil Aviation Authority (ECCAA) Project seeks to bolster ECCAA's operations and performance as a CAA, ensuring that the Organisation of Eastern Caribbean States (OECS) benefit from a safe air transport system in the region.
- f) The SSP Implementation Project, to provide virtual evaluations of the SSP implementation process and providing advice and support (training and virtual support) as follow up of the evaluations conducted, the project uses SMEs from the States and RSOO.
- g) The National Aviation Safety Plan (NASP) Implementation Project for Central America provides proper training and guidance for all Central American States to have their NASPs approved, aligning them with global aviation safety plans. The project uses Subject Matter Experts (SMEs) from the region states and RSOO. The NASP is a fundamental component to support the Regional Aviation Safety Plan (RASP) of the NAM/CAR Regions and the SSP of each State. The status of NASP development/submission to ICAO shows that only 8 States had submitted officially their NASPs, 1 State had developed their NASP but not submitted officially to ICAO, 3 States are developing their NASP, and the rest of 10 States and 9 territories still have not developed their NASP.

- h) Finally, the Runway Safety Teams (RST) Implementation for the Central American States initiative aims to establish and implement local runway safety teams at specific international aerodromes by 2025, promoting the identification and mitigation of runway safety risks.

**SAM Regional Office:**

- a) In 2022, the SAM Office implemented the Continuous Improvement Programme to assist States in identifying areas requiring prioritization to strengthen effective implementation levels. To date, assistance has been completed for 8 States. The results help States identify tasks that need to be addressed as a priority and support the Regional Office in identifying systemic issues to develop appropriate support measures.
- b) Periodic activities for the review of the Regional Operational Safety Plan (SAMSP) and the States' National Operational Safety Plans (NASPs) to ensure they are updated in line with the evolution of the GASP, along with follow-up after their implementation. The progress of these activities is periodically published on the regional Dashboards, which are accessible to States and other stakeholders.
- c) The project for the simultaneous approval by 6 States of a revision to the Minimum Equipment List (MEL) for aircraft operated under interchange agreements for transnational air operators was initiated to test an innovative alternative for fulfilling safety oversight obligations more efficiently.
- d) Safety Management System (SMS) reinforcement project achieved significant success in 2024, highlighted by the issuance of the SMS assessment and acceptance tool and the completion of various related activities, driving progress in safety management system implementation.
- e) Throughout 2024, the ICAO SAM Regional Office conducted AIG related technical assistance missions in five countries: Chile, Panama, Paraguay, Uruguay and Suriname. These activities included detailed reviews of legislation and protocols for Accident and incident investigations (AIG). Each State developed customized action plans, fostering continuous improvements and aligning their practices with ICAO Standards and Recommended Practices (SARPs).
- f) The AIG Regional Cooperation Mechanism (ARCM) Face-to-Face Meeting was held in Lima, Peru, bringing together representatives from various States, industries, and international organizations. This meeting reinforced regional collaboration and provided a platform for exchanging ideas on critical aviation safety issues, establishing ARCM as a key mechanism for cooperation.
- g) In the days leading up to the AIG meeting, the following technical training sessions on AIG were conducted:
  - a. EMBRAER Accident Investigation Training Course: focused on methodologies and best practices for investigating accidents involving regional aircraft.
  - b. BELL Helicopter Accident Investigation Training: addressed accident investigations for helicopters, emphasizing technical and human factors.
  - c. Rolls-Royce Engine Accident Investigation Training: covered engine failure investigations, focusing on preventive measures and corrective actions.
- h) In 2024, the standardized Notification Form was implemented in European Co-ordination centre for Accident and Incident Reporting Systems (ECCAIRS) in nine of the thirteen SAM

States. Aligned with Annex 13 Chapter 4, this initiative strengthened consistency and efficiency in the initial data exchange, enhancing investigation accuracy.

- i) The SAM Regional Office continues supporting Chile in developing an innovative project to automate the production of final reports in ECCAIRS. This digital transformation aims at improving efficiency and quality of AIG investigations, advancing operational safety in the region.
- j) Through the Regional Safety Oversight Cooperation System (SRVSOP), a total of 134 technical assistance missions were carried out in 2024 to support States in resolving their EI issues and developing internal capabilities for sustainability. A total of 1,000 hours of remote instruction were provided to over 2,000 inspectors in the region.

### **Outcome of the fourteenth Air Navigation Conference (AN-Conf/14)**

8.4 The subject was addressed in P/01 presented by the Secretariat. The Meeting noted the recommendations emanating from the AN-Conf/14 (Montreal, Canada, 26 August – 6 September 2024) and particularly those addressed specifically to RASGs.

8.5 From the 14th AN-Conf/14, the new GASP 2026-2028 was accepted in principle, reference Recommendation 1.2/1 – Work towards enhanced alignment of the Global Aviation Safety Plan and the Global Air Navigation Plan. This new GASP proposes goals and targets for the 2026-2028 edition of the GASP focus on the global safety issues that States and regions are facing and are meant to serve as catalyst to address them. Most of the goals for the 2026-2028 edition of GASP remain the same as in the previous two editions. This is to ensure the stability and continuity of the Plan, and to minimize its impact on existing regional and national aviation safety plans (RASPs and NASPs), as well as the safety enhancement initiatives already underway. Several factors were considered, however the main factor for maintaining an existing target was its relevance to the newly identified global safety issues. Another factor was the status of achievement of the targets, based on data analysis. Additionally, the interdependency between targets was considered. Some targets call for incremental improvements or a phased approach; thus, the deadline to achieve one target directly impacts another in some cases.

8.6 P/01 informed on the recommendations to consider and the tasks to be included in the RASG-PA workprogramme, for the RASG-PA to coordinate and develop the necessary updates to its workprogramme for next ESC Meeting in 2025. The Meeting agreed that the ESC/40 meeting would further discuss the relevant AN-Conf/14 Recommendations relevant to RASG-PA for appropriate actions that might necessitate the amendment of the RASG-PA work programme and priorities.

### **ANC review of GREPECAS/21 and RASG-PA/13 Reports and Consolidated Report to Council on PIRGs and RASGs for 2023-2024**

8.7 The subject was addressed in P/02 presented by the Secretariat. The Meeting noted that the Air Navigation Commission (ANC) reviewed the reports of the GREPECAS/21 and the RASG-PA/13 Reports during the sixth meeting of its 225th Session on 12 March 2024. The ANC review was based on the meeting of the ANC Working Group of the Whole for Strategic Review and Planning (WG/SRP) that was held virtually on 15 February 2024 with the participation of the Co-Chair of RASG-PA, Chairperson of GREPECAS, ICAO staff members from the SAM and NACC Regional Offices, and the Air Navigation Bureau (ANB). The

Commission noted the RASG-PA safety performance, high number of quality deliverables, RASG-PA priorities for 2024 and the reported regional challenges.

8.8 The Meeting noted that the Commission had agreed to the consolidated report to the Council on PIRGs and RASGs for 2023-2024 during the eighth meeting of its 227th Session on 31 October (AN-WP/9784 refers). The consolidated report to the Council for this year covered the period from 1 April 2023 to 31 May 2024 and included an overview of the GREPECAS/21 and RASG-PA/13 outcomes. The Meeting noted with concern that the consolidated report for 2023-2024 had been submitted in the form of information only to the Council instead of a Council Working Paper (C-WP). However, the Meeting also noted that the Commission had agreed to continue working with the Secretariat on enhancing the PIRGs and RASGs consolidated report to the Council, including the option of developing a dashboard to monitor the challenges reported and actions undertaken to resolve them, which would require further coordination with the PIRGs and RASGs.

8.9 Concerning the global challenges agreed upon by the Commission based on the review of the PIRGs and RASGs reports (new and previous ones), the Meeting agreed that the ESC/40 meeting further examine the global challenges relevant to the work of RASG-PA and take actions as appropriate and report the progress achieved in addressing them to the RASG-PA/15 meeting.

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## **Report on the RASG-PA/14 Synchronous Session**

9.1 The Meeting reviewed the final report of the asynchronous session, including the decisions proposed by the Secretariat based on the exchanges conducted on the remote platform. The content of the report, as well as the decisions included therein, were approved by the attendees.

9.2 The Secretariat presented the RASG-PA Annual Safety Report, which contains data and information from 2014 to 2023. The Meeting highlighted the improvements made to the format and content of the report. It emphasized the importance of adjusting the PA-RAST work programme to ensure that the Safety Report is published each year during the first half of the year. It was also noted that the report could benefit from more action-oriented data and deeper analyses of other risks beyond the high-risk categories.

9.3 The NACC and SAM Regional Offices invited participants to take note of and join the Safety Stand Down Week and the promotion of aviation safety culture in NAM/CAR/SAM Civil Aviation Authorities (CAAs) and the entire aviation industry in the Americas, from 2 to 6 December 2024. The initiative is aimed at fostering awareness and engagement among all parties involved in maintaining and enhancing safety levels. More information on the 2024 Safety Stand Down Week can be found at: <https://www.icao.int/NACC/Pages/regional-group-ssdown24.aspx>

9.4 The Meeting highlighted the work carried out by PA-RAST in recent years, particularly the quantity and variety of products developed and made available to RASG-PA members. It was also discussed to share these products with RASGs from other regions to increase their reach.

9.5 The Secretariat presented a video on turbulence injury prevention, developed at the request of PA-RAST, which is available to RASG-PA members in versions with subtitles in Spanish, English, and Portuguese. The Secretariat is currently developing a procedure for accessing the video to protect copyright and ensure the protection of its intellectual property.

9.6 Finally, the possibility of including an additional virtual meeting of the ESC was considered to keep its members informed about the status of RASG-PA's activities and to make timely decisions on projects. This possibility will be discussed in depth during the next in-person ESC meeting.

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### Fourth GREPECAS-RASG-PA Joint Meeting

10.1 Through IP/02, the Secretariat presented the topic for the first working table scheduled to analyse the use of Traffic Alert and Collision Avoidance System (TCAS) Advisories Data for Air Traffic Services (ATS) Safety Management.

10.2 Nine teams were formed to discuss and develop proposals to address the following challenges:

- a) How can ATS access more effective and comprehensive information on TCAS alerts and related events to manage risks adequately and effectively contribute to reducing these types of events?
- b) What might be the root cause(s) of the discrepancy between the number of TCAS events in the data systems of air operators and ATS providers?
- c) Could analysing all TCAS events, including TAs and RAs, improve ATS's hazard identification and risk management?
- d) What other measures would you propose to improve risk management in air traffic services related to TCAS events and data collection for these?

10.3 The nine teams presented the following main challenges identified:

- A lack of a strong, non-punitive culture for reporting TCAS events among pilots, ATC personnel, and airlines.
- Absence of a harmonized legal framework to facilitate data sharing and collaboration between air navigation service providers (ANSPs) and air operators.
- Variability in classification and documentation of TCAS events by different stakeholders.
- Limited system compatibility and automation for collecting and analysing TCAS-related data.
- Lack of cooperative agreements and structured working groups among stakeholders, including the SMS of ANSP.
- Inadequate understanding of TCAS operations among ATS personnel and flight crews.
- Concerns about public opinion, legal ramifications, and insurance issues discouraging transparent reporting.
- Managing and analysing TAs along with RAs without filtering can create excessive and non-actionable data noise.

10.4 The nine teams presented the following main recommendations identified:

- Promote a just, non-punitive culture and enforce laws that encourage safety data sharing.

- Promote standardized reporting and collaborative risk management.
- Establish CSTs (Collaborative Safety Teams) involving SMS entities of ANSPs, airlines, and States’ SSPs.
- Implement automated systems (i.e. ECCAIRS) for centralized and consistent data management.
- Provide targeted training on TCAS systems and promote workshops to foster better understanding and cooperation.
- Prioritize the analysis of Resolution Advisories to identify hotspots and mitigate risks effectively on a based data approach
- Develop clear procedures for ATC reporting and expand the scope of reportable events.
- Leverage advanced technologies, including Artificial Intelligence and ADS-B data, for analysis and prediction of TCAS-related risks.
- Establish mechanisms to filter and categorize TCAS events to focus on actionable insights.
- Facilitate information exchange through ICAO and standardize TCAS reporting formats across States.

10.4 Accordingly, the Meeting adopted the following Decision:

<b>DECISION</b>		<b>TCAS RA EVENTS REDUCTION AND MITIGATION STRATEGY IN CAR/SAM FIRs</b>	
<b>RASG-PA/14/D4</b>			
<b>What:</b> Considering the risk represented by the TCAS RA (Resolution advisory) events in the airspace, and its implication for the safety and efficiency of aviation, a strategy is implemented to enhance the collection, analysis and reduction measures on a data based-drive approach which results are to be presented at the RASG-PA/15 GREPECAS 23 meetings.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> The RASGPA/GREPECAS meeting emphasized the need to improve data collection related to TCAS RA events and implement strategic, data-driven reduction measures in FIRs across the CAR/SAM regions, including reporting, training, collaborative work, and the involvement of the SMS ATS.			
<b>When:</b>	Results to be presented by RASG-PA/15GREPECAS 23	<b>Status:</b>	<input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b>	<input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	ATSP; Industry, CAAs, PA RAST.	

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# RASG-PA Safety Day 2024

## Mid-air Collisions Prevention

Lima, Peru 19 November 2024



08:00 – Registration

08:50 – Opening Remarks

09:00 – Analysis of pilots response to TCAS Ras using flight data – **IATA**

09:30 – Airbus AP/FD TCAS Mode – **Airbus**

10:00 – *Sponsor Skytalk provided by SITA*

10:10 – *Coffee Break sponsored by SITA*

11:00 – ATC perspective on TCAS RAs – **CANSO/NavCanada**

11:30 – The future of ACAS: ACAS-X – **MIT Labs**

12:00 – *Lunch Break*

13:30 – Pilots perspective on TCAS – **IFALPA**

14:00 – Terminal Area redesign impact on TCAS RAs – **DECEA**

14:30 – The role of collaboration to prevent/reduce TCAS RAs – **Aeromexico**

15:00 – *Sponsor Skytalk provided by Seabury*

15:30 – *Coffee Break sponsored by Seabury*

16:00 – Roundtable and Discussion

16:30 – Closing remarks

## Conclusions and Recommendations from the RASG-PA Safety Day

### 1. Conclusions

- The event successfully promoted awareness of critical safety issues related to Mid-air Collision (MAC) in the region and fostered collaboration among aviation stakeholders.

- Participants recognized the importance of sharing MAC related safety data and best practices to address common challenges and enhance overall safety performance.
- Emphasis was placed on the value of tools and resources developed by RASG-PA, encouraging broader implementation and adaptation by member States and industry partners.

## 2. **General recommendations**

- Continue organizing the Safety Day annually to maintain focus on pressing safety priorities and encourage stakeholder engagement.
- Develop strategies to enhance the accessibility and dissemination of safety resources and initiatives to all relevant parties, including smaller operators and authorities with limited resources.
- Promote deeper analysis and sharing of operational safety data to identify emerging risks and address them proactively.
- Strengthen collaboration with other RASGs to exchange tools, strategies, and experiences for mutual benefit.

## 3. **MAC Related recommendations and areas of interest** (To be considered by PA-RAST)

- Study the impact of the use of correct/incorrect phraseology
- Encourage the adoption of Evidence Based Training (EBT)
- Promote collaboration schemes between airlines and Air Traffic Services, including cross-familiarization sessions
- Encourage the sharing of experiences, especially from large operators, with smaller operators to enhance collective safety performance.
- Promote the adoption of data-based risk management practices across the region to identify and address emerging threats more effectively.
- Raise awareness of the risk of crew desensitization to alerts during certain phases of flight and implement strategies to mitigate this issue.
- Develop a RASG-PA "Call to Action" to mobilize stakeholders toward immediate and coordinated efforts to improve safety outcomes.
- Design and implement a work plan based on robust data analysis to prioritize safety initiatives and optimize resource allocation.

- Launch a pilot program to investigate specific types of events, providing actionable insights and potential solutions.
- Establish a comprehensive framework for data sharing within the region to foster collaboration and enhance situational awareness among stakeholders.
- Ensure that individuals with the appropriate qualifications and expertise are engaged in developing and implementing safety solutions.
- Take into account the specific characteristics and challenges of general aviation operations when developing regional safety strategies.

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**Status of RASG-PA indicators**

<b>GASP Goals</b>	<b>RASG-PA Indicator</b>	<b>Value 2021</b>	<b>Value 2022</b>	<b>Value 2023</b>
Continue with the downward trend in the accident rate.	Accident rate for the last 5 years	3.21	3.09	<b>2.99</b>
	Accident rate	2.8	2.97	<b>2.82</b>
	Number of fatal accidents	0	2	<b>0</b>
	Fatal Accident Rate	0	0.17	<b>0</b>
	Risk of fatality	0.23	0.11	<b>0</b>
Effective implementation (EI) of States reaches 75% by 2024	Effective implementation	72.16	71.7	<b>70.37</b>
	Percentage of States with effective implementation greater than 75%	72.2	65.56	<b>52.94</b>
By 2023, all States establish the foundation for an SSP.	Average of implementation of the SSP foundation	70.44	79.6	<b>74.8</b>
	SSP Establishment Average	31.73	28.55	<b>54.8</b>
By 2024, all States publish a National Aviation Safety Plan (NASP).	Percentage of States that have published their National Safety Plan	43.32	75.53	<b>73.53</b>
Keep a growing trend in the industry's contribution to States and regions in terms of safety information exchange networks	Number of IOSA operators	81	78	<b>77</b>
By 2025, maintain an increasing trend of States with air navigation and aerodrome infrastructure that meets relevant ICAO standards.	Effective Implementation in AGA	63.89	64.38	<b>61.5</b>
	Effective implementation in ANS	67.68	66.96	<b>65.33</b>
	Percentage of certified aerodromes	53.14	58.85	<b>60.43</b>
	Percentage of aerodromes with Runway Safety Team (RST)	46.54	45.67	<b>54.15</b>

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## RASG-PA Safety Improvement Projects and Initiatives

### Meetings held since the RASG-PA/13 plenary meeting

- a) PA-RAST/62 6-8 February 2024, Miami, United States
- b) PA-RAST/63 23-25 April 2024, Lima, Peru
- c) ESC/39 29 and 30 May 2024, Mexico City; Mexico
- d) PA-RAST/64 13-15 August 2024, Montreal, Canada
- e) PA-RAST/65 15-17 October 2024, Mexico City, Mexico

Reports of these meetings are available at the following link:  
<https://www.icao.int/RASGPA/Pages/RASG-PA-Meetings.aspx>

### Summary of activities of the PA-RAST and the Secretariat in the last 12 months

- a) **New Terms of Reference (ToRs) of the PA-RAST** – As provided by Decision RASG-PA13/D2/2023 (Plenary Meeting of RASG-PA/13), the PA-RAST updated its ToRs to adequately reflect its current way of working and to include the procedure for electing its co-chairs. The new ToRs have been incorporated into the Revision of the RASG-PA Procedural Handbook that can be found at the following link:  
<https://www.icao.int/RASGPA/Pages/Library.aspx>
- b) **Safety Advisory RASG-PA 10B** – Manual Flight Operations – A review and update of the original document. Available in:  
<https://www.icao.int/RASGPA/RASGPADocuments/06.%20RSA2024-10B-LOC-I Manual%20Flight .pdf>
- c) **Safety Advisory RASG-PA 07B** – Mitigations for Controlled Impact on the Terrain – A review and update of the original document. Available in:  
<https://www.icao.int/RASGPA/RASGPADocuments/05.%20RSA07B%202023%20-%20CFIT%20eng.pdf>
- d) **RASG-PA 01 Safety Issue Alert** – Altimeter Misconfiguration – Available in:  
<https://www.icao.int/RASGPA/Pages/RASGPA-SA.aspx>  
\*This is a new product in RASG-PA's portfolios and RASG-PA Safety Issue Alert RSA#01 is the first Safety Alert issued by the group.
- e) **Establishment of the RASG-PA Safety Partner Program** – As provided by CONCLUSION RASG-PA13/C1/2023 (RASG-PA/13 Plenary Meeting) to enable further collaboration between PA-RAST and service providers in the region for the identification, validation, and calibration of PA-RAST priorities and products, PA-RAST proceeded to implement the programme. So far, JetSmart (Chile, Argentina, Colombia and Peru), Sky Airline (Chile, Ecuador and Peru), Viva Aerobus (Mexico), LATAM Airlines (Chile, Brazil, Colombia, Ecuador, Paraguay and Peru), Delta Airlines (USA), Air Canada (Canada), Copa Airlines (Panama) and Aeromexico (Mexico) have joined the programme.

- f) **Establishment of the Peruvian CST** – Thanks to an effort led by PA-RAST, the Peruvian Aviation Safety Collaborative Team (P-CAST) was established on 17 May 2024 with the participation of key stakeholders. The team is co-led by state and industry representatives, will meet quarterly and maintain a close relationship with PA-RAST.
- g) **Implementation of LinkedIn's communication strategy** – As approved by the ESC/38 meeting, PA-RAST implemented a communication strategy using LinkedIn to increase the reach of its products. Today, RASG-PA's LinkedIn profile has over 1,700 followers and an average of 1,000 daily visits from all over the world. We can all support this effort by visiting: <https://www.linkedin.com/company/rasg-pa/>

### **Ongoing activities**

Since May 2023, PA-RAST working groups have been working on the following products:

- a) PA-RAST Safety Advisory on Runway Excursion Prevention Estimated Time of Delivery (EDT): October 2024)
- b) UPRT Workshop (EDT: October 2024)
- c) Translation Project of the RASG-PA documents (EDT: End of 2024)
- d) Turbulence Injury Prevention Video (EDT: by the end of 2024)
- e) RASG-PA Safety Day 2024 (19 November 2024)
- f) RASG-PA Annual Safety Report (EDT: September 2024)

### **Airline participation in PA-RAST meetings**

Since PA-RAST/57, PA-RAST has implemented invitations to local airlines (depending on the location of the meeting) to share first-line safety information. The initiative proved to be very effective from the outset and has served to complement PA-RAST's data analysis efforts. So far, the following airlines have participated in the PA-RAST meetings: Alaska Airlines, Aeromexico, Air Canada, American Airlines, LATAM Airlines, Viva Aerobus.

## **6. Status of active RASG-PA projects**

During the 2022-2023 period, the RASG-PA has approved the projects described below, which are still in execution:

#	Project Name	Date of approval	Assigned resources (USD)	Executed resources (USD)	Status
1	SUPPORTING THE IMPLEMENTATION OF THE SSP IN THE CAR REGION	25-05-2022	35000	23700	Active
2	EXTENDED EXPERIENCE OF THE RASG-PA PROJECT "FROM VISUAL TO PBN" IN THE CAR REGION	25-05-2022	0	0	Active
3	IMPLEMENTING RST IN THE CAR AND SAM REGIONS	25-05-2022	15000	10000	Active
4	PROJECT TO STRENGTHEN LINGUISTIC COMPETENCE IN ATS SERVICES	25-05-2023	35000	0	Active

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