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

PA-RAST/66 Meeting Report

Miami, United States, 11 to 13 February 2025

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Acknowledgements

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

We appreciate the hospitality of ATR and Airbus for allowing us to hold the meeting at their premises.

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Acronyms

ALP	ANSP Learning Portal
ALTA	Latin American & Caribbean Air Transport Association
ANSP	Air Navigation Service Provider
ATFM	Air Traffic Flow Management
AMOC	Alternative Methods of Compliance
ASIAS	Aviation Safety Information Analysis and Sharing Programme
BCAST	Brazilian Commercial Aviation Safety Team
CAA	Civil Aviation Authority
CADENA	CANSO ATFM Data Exchange Network for the Americas
CAG	Collaborative Analysis Group (Canada)
CANSO	Civil Air Navigation Services Organisation
CAST	Commercial Aviation Safety Team
C-CAST	Canadian Commercial Aviation Safety Team
CFIT	Controlled Flight into Terrain
CIIFRA	CANSO-IATA-ICAO Free Route Airspace
CST	Collaborative Safety Team
FDX	Flight Data eXchange
GASP	Global Aviation Safety Plan
GTE	GREPECAS Scrutiny Working Group
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Air Line Pilots' Associations
LOC-I	Loss of Control In-flight

MCAST	Mexican Collaborative Safety Team
PASA	Planned Airspace System Alternative
RFI	Radio Frequency Interference
RSA	RASG-PA Safety Advisory
RE	Runway Excursion
TCAS	Traffic Collision Avoidance System
UPRT	Upset Prevention and Recovery Training

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Summary of Discussions

1. Opening Remarks and Agenda Approval

1.1. The co-chair representing the States offered welcome remarks and invited participants to introduce themselves.
1.2. The Meeting then proceeded to review the agenda, which was approved unanimously.

2. Industry Session

American Airlines Presentation

2.1. American Airlines provided a presentation on two incidents that were investigated by the company, highlighting the issue of tunnel vision and the importance of correctly adjusting the altimeter.
2.2. The airline then highlighted the mitigating actions underway, both in relation to the crews and to air traffic control agencies.

Air Canada Presentation

2.3. Air Canada offered a presentation on how the Canadian Commercial Aviation Safety Team (C-CAST) included metrics for Altimeter setting in their tracking tools, highlighting the risks associated with potential errors in this task.

Aeroméxico Presentation

2.4. Aeroméxico presented a case study on the increase of hard landings in runway 23L at Mexico City International Airport (MEX) and its corelation with runway conditions, highlighting contributing factors and corrective actions taken.
2.5. The airline emphasized the importance of active collaboration, data sharing, and proactive reporting to enhance safety.
2.6. Following the presentation, the Meeting discussed ways in which PA-RAST could be used to support safety partners in raising their safety concerns with Civil Aviation Authorities (CAAs).

Boeing Presentation

2.7. Boeing provided a presentation on the Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI) issue. This presentation, previously delivered to global regulators in December 2024, provided an overview of the issue, including potential sources and possible effects on aircraft.

2.8. Boeing highlighted particularly affected regions, such as the Black Sea, the southeastern Mediterranean, the Middle East, and the Baltic Sea, and detailed its efforts to mitigate and address the issue, including initiatives with suppliers to enhance Global Positioning System (GPS) resilience against interference.

2.9. The presentation aimed to raise awareness of this issue among RASG-PA member CAAs and airlines. While few cases have been observed or reported in the Pan American region, many airlines from the region operate flights to these highly affected areas.

2.10. The PA-RAST Midair Collision (MAC) and Controlled Flight Into Terrain (CFIT) groups took note of the information and will assess the exposure of airlines flying to these regions to determine appropriate actions.

CANSO Presentation

2.11. CANSO provided an update on the CANSO Air Traffic Flow Management (ATFM) Data Exchange Network for the Americas (CADENA) project, detailing advancements and methodologies used to exchange operational data for commercial and space launch operations. These advancements include enhanced procedures, the use and activation of the Planned Airspace System Alternative (PASA), and improved coordination and communication for contingency events.

2.12. CANSO also highlighted the significant savings achieved through the CANSO-IATA-ICAO Free Route Airspace (CIIFRA) project: $20 million USD in operational costs and a reduction of 29 million kg of CO2 emissions.

2.13. To complement the Turbulence Toolkit, CANSO has made its Turbulence micro-learning course available at no charge to RASG-PA members and stakeholders through the Air Navigation Service Provider (ANSP) Learning Portal (ALP) suite. CANSO will coordinate with the PA-RAST Secretariat to provide access instructions.

2.14. On the topic of phraseology, CANSO mentioned a workshop held in 2012 in Mexico as part of a joint project with IATA and commented that it might be possible to retrieve some guidance material from that event. As a result of the discussions, CANSO agreed to review, collect and present - with support from ALTA - the material available in Spanish on phraseology (Action Item 03/2025).

3. Future Meetings considering IATA Structural Changes (Potential Scenarios)

3.1. The co-chair representing the States explained to the Meeting the situation regarding the International Air Transport Association (IATA), which has recently undergone changes in its organizational structure that have led to the elimination of regional safety areas.

3.2. At the moment, the Association is reassessing its participation in and support for the RASG. A position on the matter is expected in the coming months.

3.3. Another issue arising from this situation relates to Conclusion RASG-PA ESC/39/C01, which proposed the creation of an Ad hoc Group to be led by IATA. The group's mandate would be to identify ways to support States in producing accident reports and to develop a proposal for a regional strategy aimed at improving States' capabilities in generating such reports.

3.4. The Secretariat reminded the Team that this issue had been raised at the ESC/39, where IATA presented a working paper highlighting the lack of finalized reports resulting from States' investigation processes.

3.5. United States has volunteered to draft a proposal—with support from Canada, Airbus, and ATR—for a process to address accident investigations (Action Item 02/2025).

4. Collaborative Safety Team (CST) Status

4.1. The Brazilian Commercial Aviation Safety Team(B-CAST) continues with the activities of the Runway Safety, MAC, Loss of Control in Flight LOC-I, CFIT and Turbulence working groups, but it is worth noting that a new Working Group (WG) has been created for the Human Factors theme. The WG is in its initial phase, in which topics related to the theme are being raised for exploration. In addition to these, there is also a WG on operational training, which has already been created but discussions have not yet begun.

4.2. The United States Commercial Aviation Safety Team (US CAST) Representative provided the latest update regarding CAST's transformation. United States took steps to evolve CAST by creating the Aviation Safety Team (AST). The US AST is intended to have a holistic view of United States (US) aviation by integrating all segments of the aviation system. This approach expects more coordination, collaboration and cooperation between the government and the industry, as well as across industry sectors. Two key areas will be addressed by this approach: i) share safety intelligence in an evolving environment through improvements in governance; and ii) harmonize efforts by CAST, the general aviation and the helicopter community. These communities will be integrated into the AST and supported by the National Safety Issue Registry. The AST will be supported by a cross-community Safety Assurance Team.

4.3. In Peru, The PCAST has maintained regular meetings since its creation. The team's work has benefited from the presence of all airlines, airport concessionaires, ground handling service providers, the air force, the Air Navigation Service Provider (ANSP), the Accident Investigation Board, and the CAA. Together, they have developed a map of the main hazards and are working

on mitigation measures according to the priority assigned to each. Currently, the PCAST is focusing its work on the transition to the new Lima airport and the complexity that this change represents for operations.

4.4. Canada's joint regulator industry CST (CAG) shared an update on status of unruly passenger mitigation work, presented an overview of the group's top five safety priorities, and that a bowtie safety analysis was initiated on the topic of ground operations. The State also identified how CAG and C-CAST (industry led initiative) are collaborating in the context of limited data protections.

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

5. Project Status Review

CFIT (Champion: Federal Aviation Administration (FAA)

5.1. The representatives from the CFIT WG reported that ALTA had provided voluntary responses to the surveys issued by the PA-RAST. The survey results provided by ALTA showed that the changes incorporated into RASG-PA Safety Advisory RSA-07B had the intended impact: increase the adoption of the recommendations in the safety advisory by operators. The next step is for ICAO to share the results of surveys sent to the States.

5.2. Regarding the Wrong Altimeter Setting Issue for which PA-RAST issued a RASG-PA Safety Issue Alert (RSIA-01), the CFIT representatives stated that they were considering revising RSA-07B to reference the RSIA-01's and its salient points.

LOC-I (Champion: Boeing)

5.3. Boeing provided a debriefing on the Upset Prevention and Recovery Training (UPRT) workshop held in October 2024. The PA-RAST core team wishes to follow up with participating regulators to assess how the workshop enhanced their understanding of ICAO standards for developing UPRT regulations and to learn how they plan to improve or develop their regulations based on this experience. ATR will coordinate the follow-up with the attendees.

5.4. The team has discussed the possibility of promoting another session of the UPRT workshop in the near future, focusing mostly on the States that did not have the chance to attend the first one. A decision will take place at the next PA-RAST meeting.

5.5. The representative also showcased the Brazilian Commercial Aviation Safety Team (BCAST) turbulence safety bulletin recently deployed in Brazil and offered to collaborate with the newly formed PA-RAST Weather (Turbulence) WG, led by the International Federation of Air Line Pilots' Associations (IFALPA), to replicate this initiative in the region.

MAC (Champion: IATA)

5.6. Considering the current status of IATA's participation in RASG-PA, Airbus will study and propose an action plan to follow up on the issue, which will be discussed at the PA-RAST/67 (Action Item 05/2025).

Turbulence Video (Secretariat)

5.7. The Secretariat reported that the RASG-PA video might be used by its members and streamed online. Due to licensing and copyright limitations, downloads or copies will not be available. Access to the password-protected streaming will be granted to members upon completion of a brief form in which they commit not to make copies or allow screenshots or other equivalent capture methods. It was also informed that safety partners might access the video through a RASG-PA member, but would not have direct access. The procedure for using the video and the request form will be circulated soon by the Secretariat for comments (Action Item 24/2024).

Translation Project (Secretariat)

5.8. The RASG-PA translation project authorized the translation of all RASG-PA documents so that they be available both in English and in Spanish. Currently, the Global Action Plan for the Prevention of Runway Incursions (GAPRI) is in the process of being translated and will be made available to RASG-PA members as soon as it is ready.

6. RASG-PA Safety Partners Programme Updates

6.1. The Secretariat presented the programme's background and highlighted the increasing number of partners, prompting a discussion on how both RASG-PA and the partners could best mutually benefit from the partnership.

6.2. The co-chair representing the States aimed at identifying the partners' expectations regarding the Group and what would encourage their continued participation in future meetings, and key aspects were highlighted by the Meeting.

6.3. DELTA identified a significant deficiency on just culture across Latin America and is actively seeking strategies to enhance reporting levels, stressing that the emphasis should be on establishing trust over time. While Flight Data Monitoring (FDM) provides factual accounts of events, fostering a robust safety culture, akin to the Aviation Safety Action Programme (ASAP), is crucial for understanding the underlying causes. To achieve this, a firm commitment from regulators is essential to mandate a just culture and implement effective programmes. The Region could consider emulating a publication like US AC 120-66C.

6.4. Additionally, the Secretariat commented that it was essential that each State's legal framework provide appropriate tools to ensure the protection of aviation safety information and its sources.

6.5. Aeroméxico shared its expectations that RASG-PA could close the gap between the industry and CAAs.

6.6. Following the discussions, it was agreed that Canada, with support from United States, Air Canada and Aruba, would draft a proposal to formalize and enhance the operational engagement of safety partners and submit it to the PA-RAST/67 (Action Item 01/2025).

7. Safety Data Review

CAST Presentation

7.1. 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 November 2019 to October 2024 of US commercial operators in the Pan American airports and airspace. This data update included information related to LOC-I, Unstable Approaches, CFIT and MAC.

7.2. For LOC-I, no new overbank events nor stall warnings have been identified during the reporting period. However, the CAST representative provided details that characterize the majority of overbanks. Air carrier operators are invited to note that overbanks may occur during the first or second turn after take-off, on a turn of 90 degree or more, overshooting the localizer or final approach course, during the initial turn on go around or missed approach. Overbanks may also occur due to confusion with automation while on approach, and also when multiple mode changes occur followed by a disconnect of the autopilot.

7.3. During the review of unstable approaches data, it was noted that the exceeded parameters of flights that land and go around are different which may provide a clue into crews' decision-making. When analysing the exceeded parameters, it was noted that it seemed that the crew's decision to go around might be directly proportional to the type of parameter. Exceeding certain parameters may pose higher risk than other exceeded parameters, which warrants a go around. The category of exceeded parameter of unstable approaches with landing are rate of descent, thrust, airspeed and Ground Proximity Warning System (GPWS) alerts. While the category of the parameter exceeded for unstable approaches with go around are configuration, altitude and Instrument Landing System (ILS). The unstable approach with landing exhibit a decreasing trend between 1000ft-500ft but a weaker decreasing under 500ft. However, between November 2023 and October 2024, unstable approaches with landing show a strong increasing trend in the altitude band of 1000ft – 500ft. On the other hand, unstable approach with go around exhibit a weak increasing trend between 1000ft-500ft and no trend (plateau) under 500ft.

7.4. As far as CFIT, no new Terrain Awareness Warning System (TAWS) alerts have been identified since the last update.
7.5. For MAC, the data showed that the rate of Traffic Collision Avoidance System (TCAS) Routing Area (RA) at take-off and landing remains low. The rate of RA above Flight Level FL290 is higher compared to below FL290.
7.6. Regarding Decision RASG-PA/14/D03, which calls for the establishment of an Ad hoc Group to assess the root causes of the issues identified in Working Paper 41 of RASG-PA/14, United States will coordinate with the GTE Rapporteur on the formation of the Ad hoc Group and will provide feedback at the PA-RAST/67 (Action Item 04/2025).
7.7. The PA-RAST invited all safety partners and the member States to actively participate in the meetings, bringing data to enable greater analysis and identification of risks.

8. RASG-PA Safety Day

Outcomes from 2024RASG-PA Safety Day

8.1. The second edition of the RASG-PA Safety Day was held on 19 November 2024 and was dedicated to the prevention of MAC.
8.2. The event results, including conclusions and recommendations, are found in Appendix A of the RASG-PA/14 meeting report and can be accessed at the following link: https://www.icao.int/SAM/Documents/2024-RASGPA14/RASGPA14%20FinalReport.pdf.
8.3. The PA-RAST MAC WG will use this information to develop its work programme for the 2025-2026 period.

9. Annual Safety Report Discussions for 2025

9.1. The Secretariat commented on the fact that the format currently used in the Annual Safety report might not fully meet the expectations of the RASG-PA members and that a definition of the purpose of the report and its structure by the ESC would be convenient.
9.2. The Team should discuss which would be the best format for the Annual Safety Report at the PA-RAST/67, in a way that a proposal may be submitted to the ESC/40 (Action Item 06/2025).

10. Pan America Regional Aviation Safety Team - APRAST Coordination

10.1. Co-chairs provided an update on the engagement and collaboration recently initiated between PA-RAST and the Asia-Pacific RAST. The cooperation proof of concept is expected to continue over the next two years with the objective of offering recommendations to be implemented across ICAO Regional Aviation Safety Groups RASGs by the end of 2026.

11. Other Topics

11.1. Canada presented, for discussion and consideration by other member States, an overview of a methodology for quantifying accident severity considering fatalities, serious injuries, and damage to aircraft. The methodology is complementary to existing measures like Fatality risk and can be easily standardized internationally. The Meeting took note of this experience by Canada.

11.2 The status of Action items of previous PA-RAST meetings is listed in the **Appendix** to this report.

12. Administrative Aspects

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

PA-RAST/67	Lima, Peru	22 to 24 April 2025
PA-RAST/68	Bogota, Colombia	12 to 14 August 2025
PA-RAST/69	Mexico City, Mexico	7 to 9 October 2025
PA-RAST/70	Miami, United States	3 to 5 February 2026
PA-RAST/71	Lima, Peru	28 to 30 April 2026
PA-RAST/72	Sao Paulo, Brazil	18 to 20 August 2026
PA-RAST/73	Mexico City, Mexico	6 to 8 October 2026

Appendix – Status of Action Items from PA-RAST Meetings

Action Items	Meeting	What	When	Who	Status
06/2025	RAST/66	PA-RAST to discuss which would be the best format for the Annual Safety Report in the PA-RAST/67, in a way that a proposal could be submitted to the ESC/40	By PA-RAST/67	PA-RAST	Valid
05/2025	RAST/66	Airbus to study and propose an action plan to follow up on the uncertainty related to the future participation of IATA in RASG-PA	By PA-RAST/67	Airbus	Valid
04/2025	RAST/66	US to coordinate with the GTE Rapporteur the establishment of the ad hoc group decided by the RASG-PA/GREPECAS joint plenary meeting	By PA-RAST/67	United States	Valid
03/2025	RAST/66	CANSO (with support from ALTA) to review/collect and present the material available in Spanish from 2012 on phraseology	By PA-RAST/67	CANSO	Valid
02/2025	RAST/66	US, (with support from Airbus, Canada and ATR) to draft a proposal for a process to deal with accidents	By PA-RAST/67	United States	Valid
01/2025	RAST/66	Canada (with support from Air Canada and Aruba) would draft a proposal to enhance the operational engagement of partners	By PA-RAST/67	Canada	Valid
25/2024	RAST/65	BCAST to present data monitoring group experience	By PA-RAST/67	BCAST	Valid – Brazil will present in next meeting
24/2024	RAST/65	Secretariat to develop procedures for the access of the Turbulence video	By PA-RAST/66	Secretariat	Valid – (a proposal is ready and will be submitted by JP for approval)
23/2024	RAST/65	Secretariat to translate GAPRI to Spanish	By PA-RAST/66	Secretariat	Valid

Action Items	Meeting	What	When	Who	Status
22/2024	RAST/65	Secretariat to circulate Veer Off safety advisory	By PA-RAST/66	Secretariat	Valid
21/2024	RAST/65	PARAST to discuss future of Safety Partners and how to integrate it to the work programme	By PA-RAST/66	Secretariat	Completed
19/2024	RAST/65	Adverse WX working group to present working programme for 2025-2026	By PA-RAST/66	TBD	Valid – IFALPA to verify status and provide feedback. Boeing, ATR and Airbus volunteer to support the WG. Draft to be presented on the ESC
18/2024	RAST/65	PA-RAST to determine how to better include accident analysis and discussions in its work programme	By PA-RAST/66	Secretariat	Superseded by Action 02/2025
17/2024	RAST/64	IATA to share the results of the Manual Flight Operations Survey	By PA-RAST/65	IATA	Completed
16/2024	RAST/64	Canada to draft a template of RSAs/RSIAs	By PA-RAST/65	Canada	Completed
15/2024	RAST/64	Adverse Weather Group to propose a procedure for the use of the Turbulence video	By PA-RAST/65	IFALPA	Completed
14/2024	RAST/64	Secretariat to explore means to share deliverables with other Regions.	By Oct 2024	ICAO	Completed
13/2024	RAST/63	Recommend to the ESC the hiring of a community manager for RASG-PA to manage the LinkedIn page	By Oct 2024	ICAO	Valid
11/2024	RAST/63	OEMs comment on the question of whether it is appropriate to use TCAS to cross an active runway	By PA-RAST/64	OEMs	Completed
10/2024	RAST/63	Secretariat to coordinate a meeting between PA-RAST and RAST from APAC	By PA-RAST/64	ICAO	Completed

Action Items	Meeting	What	When	Who	Status
09/2024	RAST/63	PA-RAST to define actions related to the GAPRI	By PA-RAST/65	ALTA	Valid – determine what is expected from PA-RAST regarding those recommenda-tions
08/2024	RAST/62	Boeing led team to prepare the RASG-PA Safety Day 2024, including the identification of presenters and subjects	By ESC/39	ICAO	Completed
04/2024	RAST/62	Secretariat and CFIT Working Group champion to coordinate efforts to get States to identify airports with RNAV approaches and no ILS approaches, in order for PA-RAST to explore the prevalence of altimeter discrepancies as it relates to CFIT risk.	Update report by PA-RAST/63	ICAO/USA	Valid
01/2024	RAST/62	Secretariat to present an update on the Language Proficiency Project	By PA-RAST/63 report back on RAST65	ICAO	Valid - Expect a report from ICAO (SAM) on ESC
22/2023	RAST/61	CFIT Team to coordinate the issuance of new surveys to the States and operators with ICAO SAM and NACC along with IATA and ALTA. The new surveys will be issued in September 2024 with results expected by March 2025.	By September 2024 Survey sent to ICAO/ALTA/IATA	USA ICAO ALTA	Completed

Action Items	Meeting	What	When	Who	Status
20/2023	RAST/61	Distribute RSA-10 (Manual Flight Operations) to the airlines and develop a FDX monitoring metric to measure the time it takes, during approach, from the intentional automation disconnections until touchdown, on a monthly basis, in 3 levels: Level 1 = AP off; Level 2 = AP+FD off; Level 3 = AP+FD+AT off.	PARAST65 Pending response	IATA	Completed
19/2023	RAST/61	LOC-I WG to develop a survey to the airlines to understand how they are training their flight crews on manual flight. *	September 2024 (15 dec 2024)	Boeing	Completed
14/2023	RAST/60	Determine feasibility of converting CAST SEs 236 and 237 into an RSA	PARAST65	Boeing	Valid
09/2023	RAST/60	Translate PA-RAST 101 presentation to Spanish	30 Sep 2023	IFAL	Completed

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