



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and  
 Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group  
 (GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 17 February 2026)  
 In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

**Agenda Item 4: Assembly 42nd results; Global Aviation Safety Plan and Global Air  
 Navigation Plan**

**RASG-PA ACTIVITIES AND ALIGNMENT WITH AIR NAVIGATION COMMISSION (ANC)  
 GLOBAL CHALLENGES**

(Presented by CANSO)

<b>EXECUTIVE SUMMARY</b>	
<p>This working paper reviews the global challenges identified by the Air Navigation Commission (ANC), based on reports from the Regional Aviation Safety Groups (RASGs). It shows that the RASG-PA’s outcomes largely meet the Global Aviation Safety Plan’s (GASP’s) expectations in terms of strategy, risk focus, and collaborative implementation. This working paper has been prepared in response to <i>Decision Executive Steering Committee (ESC)/40/D04</i>, which requested an assessment of the alignment between RASG-PA activities and the global challenges identified by the ANC.</p>	
<b>Action:</b>	Actions are suggested in Section 4.
<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> <li>• Every flight is safe and secure</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Fourteenth Plenary Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/14) Final Report</li> <li>• Fortieth Meeting of the Executive Steering Committee of the Regional Aviation Safety Group — Pan America (RASG-PA ESC/40) Report</li> <li>• Fourteenth Air Navigation Conference (AN-Conf/14) Meeting Report</li> <li>• Global Aviation Safety Plan (GASP) 2026 - 2028 (Doc 10004)</li> </ul>

**1 Introduction**

1.1 Doc 10004 - 2026 - 2028 edition of the *Global Aviation Safety Plan (GASP)* , goals remain the same, and the main changes in the GASP include new and revised targets agreed upon at the ICAO AN-Conf/14.

1.2 The GASP’s vision of “zero fatalities in commercial operations by 2030 and beyond” drives six goals. The RASG-PA’s deliverables consistently frame their work as data-driven, collaborative, and risk-focused, with Collaborative Safety Teams (CSTs), Safety Partners' contributions, coordination with the CAR/SAM Regional Planning and Implementation Group (GREPECAS), and regional stakeholders, and targeted toolkits providing precise alignment with the GASP’s vision.

1.3 The RASG-PA reports annual accident and fatality rates and includes a five to ten-year moving average, aligned with GASP’s emphasis on using five-year rolling averages and trend monitoring

<https://www.icao.int/RASGPA/Annual%20Safety%20Report>

## **2. Discussion**

### **2.1 How RASG-PA meets GASP expectations**

2.1.1 The overview below reflects the contribution of RASG-PA activities to addressing the ANC global challenges, as requested by ESC/40 Decision D04, within the scope of the RASG-PA mandate. It should be read in conjunction with other Working Papers presented to this Meeting that specifically address ICAO Regional Office support to States, including State Safety Programme (SSP) and National Aviation Safety Plan (NASP) implementation activities in the NACC and SAM Regions, in order to provide a complete picture of GASP implementation efforts in the Pan American Region.

**2.1.2 Goal 1: Achieve a continuous reduction of operational safety risks** – Data and trend - RASG-PA uses five-year monitoring averages and regional vs. global benchmarking. It covers all five Global High-Risk Categories (G-HRCs) with detailed sections, as well as three “other global risk categories” (Abnormal Runway Contact (ARC), System Component Failure – Non-Powerplant (SCF-NP), and Turbulence (TURB)), including dedicated turbulence tools and injury narratives. The foundation is strong.

**2.1.3 Goal 2 aims to strengthen States’ safety oversight capabilities** - Oversight capability focus – RASG-PA openly reports Effective Implementation (EI) by State and highlights gaps such as qualified personnel and oversight resilience. It complements this with practical initiatives like training, language proficiency, and diagnostic tools, with a focus on addressing gaps related to the USOAP Critical Elements (CEs), in coordination with complementary ICAO Regional Office support provided through other mechanisms.

**2.1.4 Goal 3 calls for the establishment and management of State safety programmes** – The RASG-PA shows SSP foundation and establishment metrics and announces a project studying low SSP implementation. These analytical efforts are intended to complement, and not replace, the SSP implementation support provided directly to States by ICAO Regional Offices through dedicated programmes and projects addressed in separate Working Papers.

**2.1.5**            **Goal 4 focuses on strengthening collaboration at the regional and national levels to address safety issues** – RASG-PA collaborates closely with States, industry, and stakeholders to boost cooperation. The creation of the CSTs, the Safety Partners programme, the Runway Safety Tracker (Global Aviation Safety Plan Pilot Project for Runway Safety Improvement - GAPPRI), and the development of the video on preventing turbulence-related injuries exemplify strong, precise alignment, supported by ICAO facilitation and coordination efforts at regional level.

**2.1.6**            **Goal 5 calls for strengthening aviation safety planning, through Regional Aviation Safety Plans (RASPs) and National Aviation Safety Plans (NASPs)** - Pan American Regional Aviation Safety Team (PA-RAST) discussions and outcomes have consistently supported the implementation and continuous improvement of Regional and NASPs by promoting the use of regional safety data, validated risk priorities and harmonized mitigation strategies. Through regular safety data reviews, project status updates and Safety Days, PA-RAST has provided a platform for States to align national safety actions with regional priorities, facilitating the integration of RASP objectives into NASPs and supporting a coordinated, risk-based approach to aviation safety planning across the Pan American Region. These efforts are undertaken in close complementarity with the extensive support provided by ICAO Regional Offices, notably through regional workshops, planning assistance, Implementation Packages (iPacks) and the deployment of global tools. In practice, the combination of ICAO Regional Office implementation support and RASG-PA coordination and monitoring mechanisms has been essential to advancing RASP and NASP implementation across the Pan American Region.

**2.1.7**            **Goal 6 aims to expand the use of industry evaluation programs and safety data sharing programmes** - IATA Operational Safety Audit (IOSA) tracking and the Safety Partners Programme are indicators that the RASG-PA is on the correct path for alignment with the GASP.

### **3.                    Additional Information**

3.1                Since 2010, the RASG-PA Annual Safety Report (ASR) has been key for aviation safety in the Pan American Region, published by RASG-PA. It provides data and insights on safety risks, such as Loss of Control In-flight (LOC-I) and Runway Excursion (RE), mapping each global challenge to the RASG-PA's workstream. The reports highlight safety improvements achieved through cooperation among states, airlines, and stakeholders. Recent editions, such as 2024 and the recent report (2025), emphasize trends including adverse weather, the implementation of the State Safety Programme (SSP), and the use of data-driven safety management to improve standards.

3.2                In its fifteenth edition, [RASG-PA ASR 2025](#), the RASG-PA team produced a comprehensive annual review that presents tangible results through activities and supporting data achieved to date, allowing the reader to see the alignment between RASG-PA and the GASP clearly. Below is a table (pg. 24 of the ASR 2025) created by the RASG-PA team that reflects the evolution and meets the GASP's goals and targets.

## Evolution of GASP implementation in Pan American

GASP Goals	RASG-PA indicator	Value 2021	Value 2022	Value 2023	Value 2024
Continue with the downward trend in the accident rate	Accident rate for the last 5 years	3.21	3.09	3.07	<b>2.88</b>
	Accident rate	2.8	2.97	2.82	<b>3.25</b>
	Number of fatal accidents	0	2	0	<b>2</b>
	Fatal Accident Rate	0	0.17	0	<b>0.15</b>
	Risk of Fatality	0.23	0.11	0.003	<b>0.08</b>
Effective implementation (EI) of States reaches 75% by 2024	Effective implementation	72.16	71.7	70.37	<b>69.83</b>
	Percentage of States with effective implementation greater than 75%	72.2	65.56	52.94	<b>48.57</b>
By 2023, all States establish the foundation for an SSP	Average of implementation of the SSP foundation	70.44	79.6	74.8	<b>72.74</b>
	SSP Establishment Average	31.73	28.55	54.35	<b>54.8</b>
By 2024, all the States publish a National Aviation Safety Plan (NASP)	Percentage of the States that have published their National Safety Plan	43.32	75.53	73.53	<b>73</b>
Keep a growing trend in the industry contribution to States and regions in terms of safety information exchange networks	Number of IOSA operators	81	78	77	<b>78</b>
	Effective Implementation in AGA	63.89	64.38	61.5	<b>62.67</b>
By 2025, maintain an increasing trend of States with air navigation and aerodrome infrastructure that meets relevant ICAO standards.	Effective Implementation in ANS	67.68	66.96	65.33	<b>63.79</b>
	Percentage of certified aerodromes	53.14	58.85	60.43	<b>60.43</b>
	Percentage of aerodromes with Runway Safety (RST)	46.54	45.67	54.15	<b>54.14</b>



3.3 The table indicates the GASP Goals in parallel with the RASG-PA indicators and the yearly results from 2021 to 2024.

## 4. Conclusion

4.1 In addition to the activities and initiatives described above, the RASG-PA is also working on future developments such as the 2<sup>nd</sup> workshop on Upset Prevention and Recovery Training (UPRT), Revision of Controlled Flight Into Terrain (CFIT) RSA-07B, Language Proficiency Project, Aviation Safety Action Programme (ASAP) Implementation Project, among others.

4.2 The current and forthcoming projects provide a comprehensive overview and are explicitly aligned with GASP's objectives and expectations. The tangible deliverables demonstrate substantial progress on risk reduction (Goal 1), regional collaboration (Goal 4), and practical progress toward oversight and SSP (Goals 2-3).

4.3 There is always scope for improvement, and as a data-driven group, the RASG-PA will continue monitoring safety data to develop Detailed Implementation Plans to reduce fatality risk, support and monitor GASP implementation, promote regional cooperation, and build capacity through training, workshops, and peer exchanges.

## 5. Suggested actions

5.1 The Meeting is invited to:

- a) take note of the information presented in this Working Paper;
- b) review and endorse the progress achieved in RASG-PA;

- c) continue supporting RASG-PA activities, considering the positive outcomes;
- d) review the current workstream and work towards implementing the existing activities, demonstrating alignment with the GASP;
- e) acknowledge that this Working Paper supports the follow-up to ESC/40 Decision D04 on aligning RASG-PA activities with ANC global challenges; and
- f) take note of the current level of alignment between RASG-PA activities and the global challenges identified by the ANC, as reflected in the analysis presented.

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