



ICAO

# INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

Thirteenth North American, Central American and Caribbean Directors of Civil Aviation Meeting  
(NACC/DCA/13)

**P/3 Rev. Agenda Item 4**  
**Briefing on Safety Updates**

Presented by the Secretariat

# SAFETY UPDATES IN THE NAM/CAR REGION

—  
Ms. Sereya Schotborgh

Regional Officer, Safety Implementation

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# Overview

**01** ICAO STRATEGIC OBJECTIVE  
ON SAFETY

**02** GLOBAL ORGANIZATIONAL  
CHALLENGES

**03** SAFETY UPDATES IN THE  
NAM/CAR REGIONS

ICAO  
STRATEGIC  
OBJECTIVE  
ON SAFETY

Doc 10004

Global Aviation Safety Plan



# Content of A42-WP on GASP

## ✈ Intent of WP

- ✈ Picks up where AN-Conf/14 left off
- ✈ Explains revision process
- ✈ Describes amendments (vs. 2023-2025 edition)
- ✈ Seeks endorsement of new GASP
- ✈ Calls for amendment of A41-6

## ✈ A41-6 revision

- ✈ Aims to make it RES future proof
- ✈ Address high-level issues without going into details
- ✈ Contains small editorial changes
- ✈ Completes revision cycle started for 2020-2022 GASP





# G-HRCs in GASP



Global  
Ops Safety Risks

Global-High Risk  
Categories (G-HRCs)

- Controlled Flight into terrain (CFIT)
- Loss Of Control In flight (LOC-I)
- Mid Air Collision (MAC)
- Runway Excursion (RE)
- Runway Incursion (RI)

Global Other Risk  
Categories (G-ORCs)

- Abnormal Runway Contact (ARC)
- System Component Failure –NP
- Turbulence

## Global ORG Challenges 2026-2028

02

GLOBAL  
ORGANIZATIONAL  
CHALLENGES

Lack of sufficient financial resources for safety oversight authority to meet national and international obligations

Lack of qualified technical personnel, primarily in AIG & AGA

Lack of regulatory process to address resolution of safety issues, primarily in AGA

Low level of SSP implementation at global level

Deficiencies in safety data & safety information collection, analysis, and exchange, to support safety management activities

# Rationale for GASP Goals & Targets

- ✈ Most of GASP goals for 2026-2028 edition remain same
  - ✈ as previous 2 editions
- ✈ To ensure stability & continuity of plan
  - ✈ impact on exiting RASPs & NASPs, and SEIs
- ✈ Proposed goals & targets for next GASP
  - ✈ focus on main challenges & risks States/Regions face
  - ✈ serve as catalyst to address them
- ✈ Proposal includes revision of existing goals & targets
  - ✈ as well as addition of new ones



# GASP GOALS 2026-2028



*GASP Vision: Zero fatalities in commercial operations by 2030 & beyond*

1. Achieve a continuous reduction of operational safety risks
2. Strengthen States' safety oversight capabilities
3. Establish & manage State Safety Programmes (SSP)
4. Strengthen collaboration at regional & national levels to address safety issues
5. Strengthen aviation safety planning; and
6. Expand use of industry evaluation & data sharing programmes




GOAL 2 - Effective Safety Oversight	GOAL 3 - Implementation SSP
<p><b>1 new target:</b></p>	<p><b>2 new targets:</b></p>
<ul style="list-style-type: none"> <li>• availability CAAs financial resources;</li> <li>• three specific &amp; measurable targets;                             <ul style="list-style-type: none"> <li>• aims to close oversight capability gaps.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• States to assess the level of SSP implementation by 2026</li> <li>• States to establish an SSP by 2028.</li> </ul>
<ul style="list-style-type: none"> <li>• promotes a sustainable safety governance model.</li> </ul>	

# IMPACT OF GASP UPDATES'

<b>GOAL 4 Enhancing collaboration</b> (Regional level).	<b>GOAL 5 Strengthening aviation safety planning.</b>
<b>Expanded to include national-level collaboration</b>	<b>Consolidates targets 3.2 and 4.2 of previous edition;</b>
<ul style="list-style-type: none"><li>• Identify States that need assistance (2026);<ul style="list-style-type: none"><li>• These safety issues to be addressed (2026);</li></ul></li><li>• Facilitate assistance to States by 2028;</li></ul>	<ul style="list-style-type: none"><li>• It emphasis is on comprehensive and coordinated planning;</li></ul>
<ul style="list-style-type: none"><li>• Implement mechanism to use information of Operational Safety Risks &amp; Emerging issues by 2027.</li></ul>	<ul style="list-style-type: none"><li>• All regions to publish an updated Regional Aviation Safety Plan (RASP) by 2026.</li></ul>



# Updated Accompanying Guidance




ICAO

Doc 10131


Manual on the Development of Regional and National Aviation Safety Plans

First Edition, 2020



Approved by and published under the authority of the Secretary General

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Doc 10161

Global Aviation Safety Roadmap

2023–2025



Approved by and published under the authority of the Secretary General

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ICAO

Doc 10162

Manual on Monitoring Implementation of Regional and National Aviation Safety Plans

First Edition, 2023

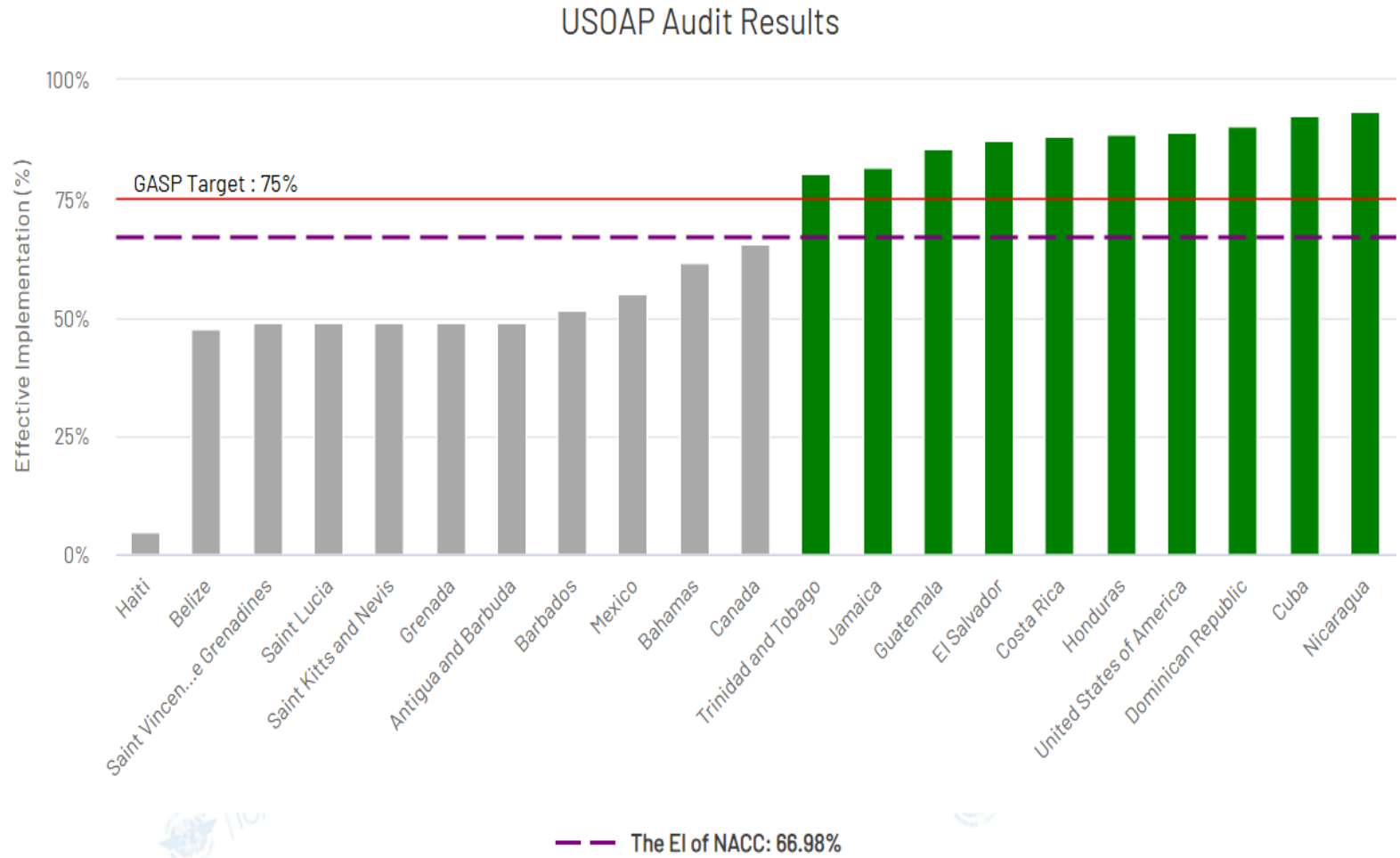


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INTERNATIONAL CIVIL AVIATION ORGANIZATION

# USOAP IMPLEMENTATION NUMBERS

## 03 SAFETY UPDATES IN THE NAM/CAR REGIONS



## USOAP and USAP

A42-WP/4 EX/1

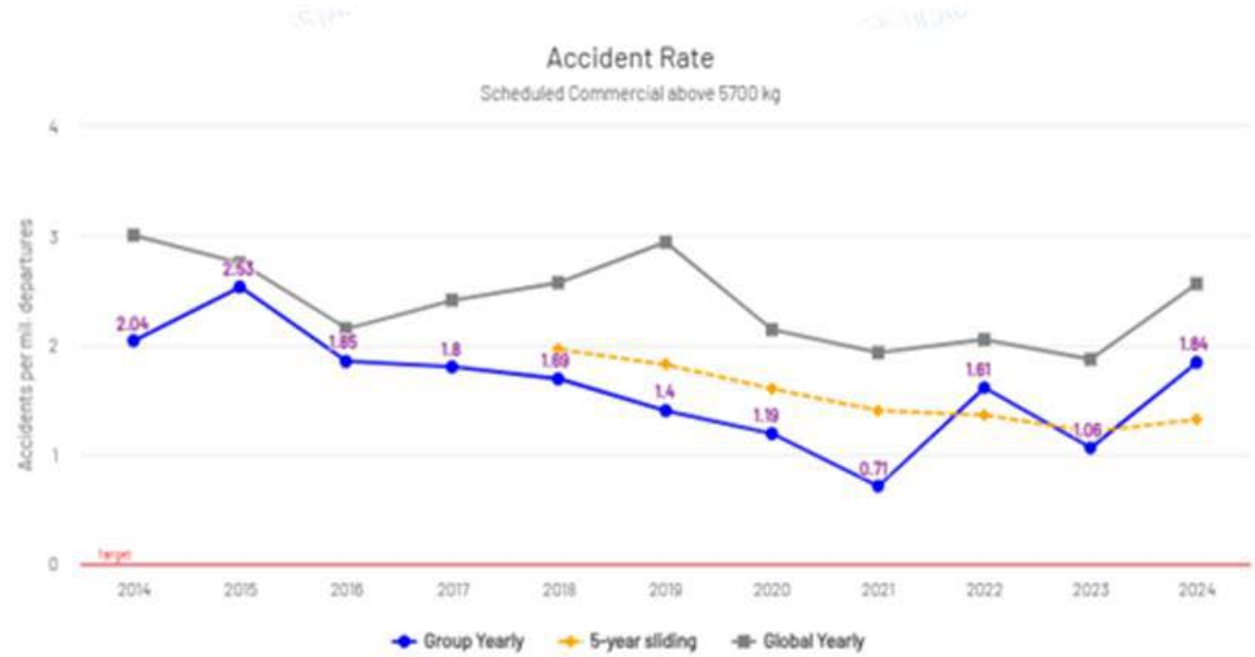
- Presents a consolidated progress report on the implementation and activities of the USOAP CMA and USAP CMA since the 41st Session of the Assembly.
- Urge States to continue fully engaging in the ICAO audit programmes, while supporting their development.
- Urge States to avoid requesting postponement or cancellations due to the negative impact of such requests.
- Encourages States to continue contributing financial and in-kind resources for the successful operation of ICAO audit programmes, including with the long and short-term secondment of qualified experts.

## Evolution of USOAP CMA

A42-WP/5 EX/2

- Presents the plans to evolve the USOAP CMA in the next triennium as well as new procedures addressing data management in the USOAP OLF.
- Calls for the endorsement of the 3 streams of work that drive the evolution of the USOAP CMA.
- Evolution streams will mainly enhance the use of data and information to progress the CMA concept, will integrate the assessment of SSP implementation into traditional USOAP audits.
- Presents an amended Resolution on the USOAP CMA to supersede Assembly Resolution A40-13

# Global Safety Trends



# Trends in the NAM/CAR Regions

	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	51			7		76	23	14
CE-2	34		44	74	85	92	55	137
CE-3		46	30	35	17	88	66	41
CE-4		3	41	26	23	38	95	55
CE-5	14	6	30	76	54	396	4	108
CE-6			133	318	84		157	411
CE-7			61	84	29		387	271
CE-8			57	36	35	99	56	89

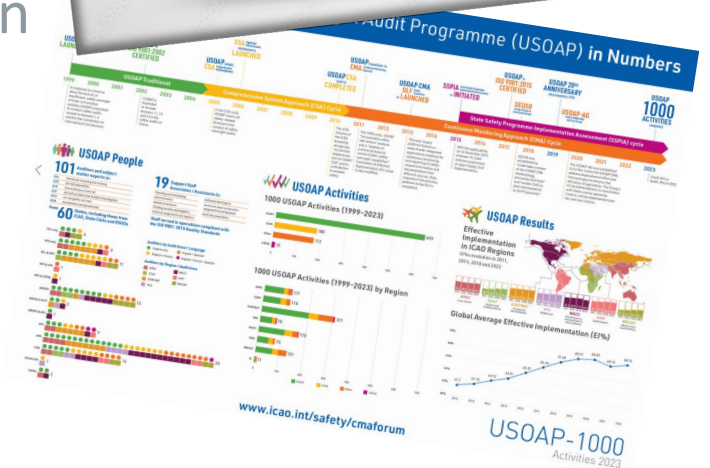
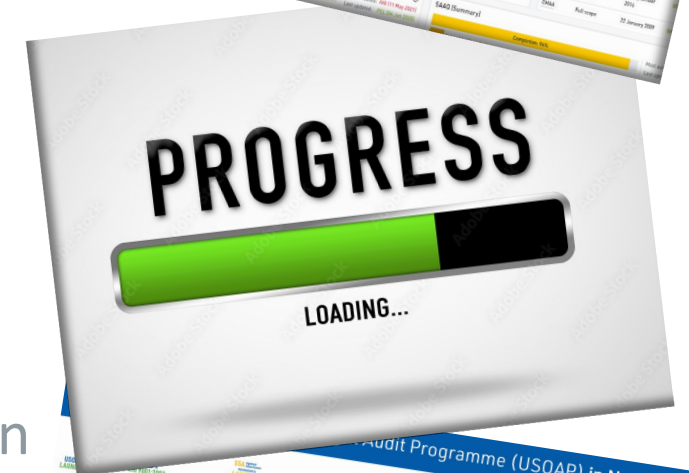
## ICAO NACC ASSISTANCE:

- NACC STRATEGIC ASSISTANCE PROGRAMME (NACC SAP)
- SOS PROJECT
- AIG TURN-KEY PROJECT
- NCMC WORK GROUP
- REGIONAL COLLABORATION WITH RSOO (ex. ACSA)

Protocol findings by Area and Critical Element intersection

# NCMC/WG Achievements

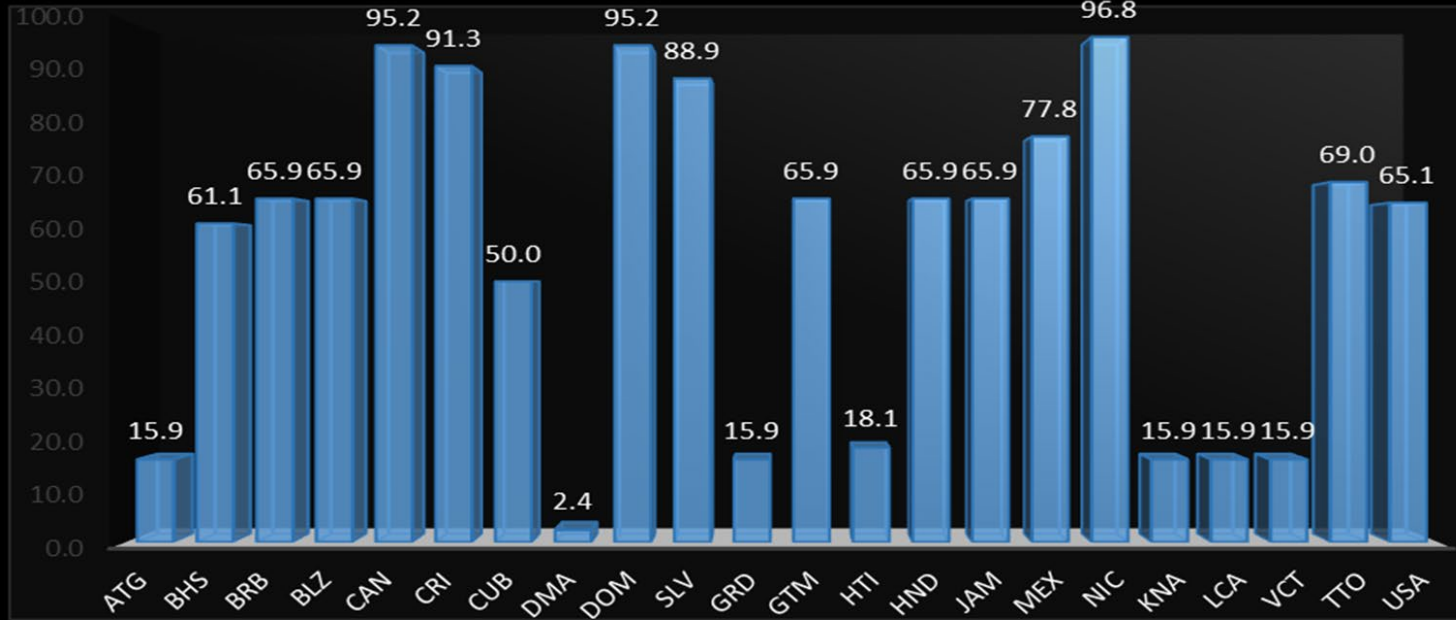
- Established English/Spanish working groups;
  - Terms of Reference (ToR); and
  - Under the coordination of ICAO NACC
- Targeted Aviation exemptions during pandemic;
  - 95% implementation success across the region.
- 3 USOAP CMA Workshops.
- 3 year programme NCMC commitment;
  - enhancing the exchange of safety oversight information
  - improved updates to national regulations;
  - Procedures
  - certification processes; and
  - surveillance plans.



# SSP implementation iSTARS Gap analysis

## SSP IMPLEMENTATION PROJECTS

### SSP IMPLEMENTATION



Participation of Subject Matter Experts (SMEs).



#### Evaluation Phase:

- States prioritization - ICAO iStars “SSP Foundation” indicator.
  - virtual meetings; and
- State Safety Program (SSP) Assessment Tool.



#### Data Collection Phase:

- Sampled 20% of CAR Region States;
  - ❖ identified common challenges.



#### Workshop:

- May 2024 - design and delivery of workshop
  - Targeted solutions

# SSP/WG Achievements

- Established English/Spanish working groups;
  - Terms of Reference (ToRs); and
  - Under the coordination of ICAO NACC
- Delivery of multiple webinars and workshops;
  - GAP analysis questions review (2020)
  - Safety intelligence (2023)
  - SDCPS establishment (2025)
  - safety culture evaluation (2025)
- Information sharing regarding SSP progress evaluations (SSPIA).
- Support to the (RASG-PA) SSP Implementation Project
- Support NASP implementation project.
- Ongoing regional needs assessments.



# Approved National Aviation Safety Plan (NASP) Submitted to ICAO



✓ States that have uploaded their NASP in the GASP library.

⊛ No Information from the State

# Project Achievements NASP

## Several key activities were successfully completed:

- Virtual ICAO NASP Training (13 CAR Region States).
- A NASP Implementation Workshop (25 rep. from 12 States).
  - technical guidance; and
  - methodologies for effective plan development.
- On-site technical assistance missions in 7 States.
  - Subject Matter Experts (SMEs); and
  - ICAO Safety Implementation Regional Officer.
- Virtual assistance and follow-up activities were offered.



# NATIONAL AVIATION SAFETY PLAN (NASP) IMPLEMENTATION PROJECT

## Identified Problem

- Difficulty CAR Region States to prepare a NASP.
  - lack of qualified personnel or technical support; and
  - the change in internal priorities of the States.
- Only 8 States of the CAR Region has submitted their NASP to ICAO.



# RASG-PA/14 and ESC/40

## 1. Safety Governance and GASP Implementation

- ✈ RASG-PA/14 (Nov 2024) approved updated SPIs.
- ✈ Stagnation in AGA/ANS EI <75%; corrective actions assigned.
- ✈ Conclusion C01/2024: SPI improvements due by ESC/40.

## 2. Low SSP Implementation – Regional Study Initiated

- ✈ Conclusion C02/2024: Independent academic study commissioned.
- ✈ Objective: Identify causes and propose remedies to ANC.

## 3. AIG Strengthening Initiatives

- ✈ ESC39/C01: US-led Ad-Hoc Group to support States in AIG reporting.
- ✈ Regional strategy under development.

## 4. Mid-Air Collision Risk – Targeted Action

- ✈ 2024 Safety Day focused on MAC risk; updated WG programme for 2025–2026.

## 1. Regional Expansion of Voluntary Safety Reporting (ASAP)

- ✈ New initiative on Regional ASAP strategy based on Delta, Aeroméxico, American Airlines, IFALPA input.

## 2. Collaborative Safety Teams (CSTs) Scaling Impact

- ✈ P-CAST (Peru), B-CAST (Brazil), CAG (Canada) – new tools, models, reports.
- ✈ 30,000+ reports collected in Brazil; Peru model recognized regionally.

## 3. Enhanced Use of AIG Data in Safety Projects

- ✈ Revival of accident analysis to inform SPI trends (e.g., VoePass, Lima accidents).

## 4. Communication and Tools

- ✈ Turbulence Awareness Video released.
- ✈ Spanish translation of key materials and expansion of Safety Partners Programme.

# ICAO Safety Assistance activities, initiatives and projects

## NACC AIG Turnkey Project

### Project objective

Provide assistance to the States in the area of AIG

To build national capacity in accident and incident investigation

To enable the establishment of a mechanism of cooperation

To enable the adoption of a RAIO (Regional Accident and Incident Investigation Organization) approach



# ICAO Safety Assistance activities, initiatives and projects

## NACC AIG Turnkey Project

### Phase 2

#### Implementation

**States that have received technical assistance:**  
Barbados (pending 2 missions),  
Belize, Costa Rica, Cuba,  
Dominican Republic (pending 1 mission), Honduras, Mexico.



# ICAO Safety Assistance activities, initiatives and projects

CONCLUSION NACC/DCA/12/5		ASSISTANCE AND FOLLOW-UP THROUGH THE NACC AIG TURNKEY PROJECT
<b>What:</b>  That, to support the NACC Regional Office's initiatives to promote an increase in the level of effective implementation by States in the field of accident and incident investigation:	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>a) States that have not yet done so inform the Secretariat of their interest in receiving AIG on-site assistance missions from Phase 2 on the NACC AIG Turnkey Project by <b>16 August 2024</b>; and</b>		

In relation to the conclusions of the 2024 Directors Meeting, only **Bahamas** and **Trinidad and Tobago** have expressed interest in receiving assistance under the Turnkey Project.





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Thank You!

