



**INFORMATION PAPER**

RASG-PA/15 — IP/03  
09/01/26

**Fifteenth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/15) and Fifth RASG-PA–GREPECAS Joint Meeting (RASG-PA–GREPECAS/5)**  
Mexico City, Mexico, 2 to 4 March 2026

**Agenda Item 5: Progress in regional and national aviation safety planning**

**STATE SAFETY PROGRAM AS SAFETY ASSURANCE**

(Presented by Panama)

<b>EXECUTIVE SUMMARY</b>	
<p>Panama's State Safety Program represents an essential instrument to guarantee safety, its consolidation and effective implementation reaffirm the State's commitment to continuous improvement, risk-based management, regional cooperation, together with the reinforcement of surveillance and updates to local regulations are complemented as initiatives to improve safety.</p>	
<i>Strategic Goals 2026-2050:</i>	<ul style="list-style-type: none"> <li>• Every flight is safe and secure</li> <li>• Aviation is environmentally sustainable</li> <li>• Aviation delivers seamless, accessible, and reliable mobility for all</li> <li>• No country left behind</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• <i>Annex 19 - Safety Management.</i></li> <li>• <i>Doc 9859 - Safety Management Manual</i></li> <li>• <i>Global Aviation Safety Plan (GASP)</i></li> <li>• <i>Regional Safety Plan</i></li> </ul>

**1. Introduction**

1.1 The State of Panama, through the Civil Aviation Authority (CAA), seeks to consolidate the State Safety Program (SSP) as the central axis of civil aviation safety management. The SSP is aligned with ICAO Annex 19, ICAO Doc. 9859, GASP and SAM SSP, enabling structured, consistent and risk-based management.

1.2 Panama's SSP strategies seek to support the objectives of the SAM SSP and GASP, reinforcing regional cooperation and the common approach towards the reduction of high impact risks in the NAM/CAR Region.

## **2. SSP strategies presented by Panama**

### 2.1 Institutional strengthening

2.1.1 The State has prioritized the strengthening of the SSP through:

- Clear definition of roles, responsibilities and authorities within the CAA.
- Integration of the SSP into institutional strategic planning. (SSP restructuring)
- The progressive development of technical competencies of the State's key personnel.

### 2.2 Data-driven safety risk management

2.2.1 Panama has adopted a structured approach to hazard identification and risk assessment at the state level, using information from:

- Safety reports
- Strengthening monitoring and supervision activities
- Analysis of trends and significant events

2.2.2 This approach makes it possible to prioritize the risks with the greatest impact, consistent with the regional risks identified by PA-RAST.

### 3.3 Promotion of safety reporting and culture

3.3.1 The State actively promotes voluntary, non-punitive and confidential reporting systems, recognizing reporting as an essential tool for the prevention of accidents and incidents. The state becomes a guarantor of the custody of safety information shared by the industry,

3.3.2 A positive safety culture is promoted, aimed at organizational learning and continuous improvement through activities such as Safety Forums and safety awareness days at institutional and industry levels.

### 3.4 Risk-based supervision (RBS)

3.4.1 Panama is moving towards a risk-based state supervision model, complementing the traditional performance-based regulatory compliance approach.

3.4.2 This model allows a more efficient allocation of oversight resources, focusing them on areas of higher operational risk.

### 3.5 State-Industry Coordination

#### 3.5.1 Panama's SSP intends to articulate with the service providers' SMA by means of:

- Coordination and continuous communication mechanisms.
- Systematic feedback based on safety performance.
- Joint initiatives to mitigate common risks.
- All these actions are coordinated under the CST model adapted to the reality of the state.

## 4. Conclusions

4.1. Through the strategies presented, Panama reflects its commitment to move towards proactive safety management, based on data, risk-based supervision and close coordination between the State and the industry. These actions represent a direct contribution to the PA-RAST objectives, strengthening the State's ability to identify, prioritize and mitigate high operational impact risks in a timely and effective manner.

4.2 Strengthening the State Safety Program (SSP) and aligning it with ICAO's regional and global plans allows States to adopt a risk-based, data-driven and results-oriented approach. Effective integration of safety information with air navigation planning and management processes contributes to more informed decision making and timely mitigation of high impact risks.

- END -