International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

INFORMATION PAPER

RASG-PA/15 — IP/04
7/01/2026

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 on Regional and National Aviation Safety Planning

PROGRESS AND TRANSPARENCY IN AIRCRAFT ACCIDENT INVESTIGATION WITHIN THE SAM REGION

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents an analysis of aircraft accidents in the SAM Region involving commercial fixed-wing aircraft with a maximum certificated take-off mass greater than 5,700 kg, occurring between 2016 and 2024, based on data extracted from ICAO's iSTARS database.	
Strategic Goals 2026-2050:	• Every flight is safe and secure • No country left behind
References:	• ICAO Integrated Safety Trend (Analysis) and Reporting System (iStars)

1. Introduction

1.1 The timely completion of aircraft accident investigations and the publication of Final Reports are fundamental pillars of aviation safety. These reports provide essential lessons learned, causal and contributing factor analyses, and safety recommendations that support proactive risk mitigation across the global aviation system. When States make their investigation outcomes publicly available, they contribute to shared knowledge, strengthen the international safety culture, and enable regulators, operators, manufacturers, and training organizations to enhance policies, procedures, and operational practices.

1.2 Given the critical importance of the timely completion and publication of Final Reports to global aviation safety, this subject has been highlighted at the 42nd ICAO Assembly and has been the focus of continuous study within the ICAO Accident Investigation Panel (AIGP). Dedicated working groups have examined publication rates, challenges faced by States, and best practices aimed at improving transparency and efficiency in the release of investigation outcomes.

1.3 In 2017, the AIGP Working Group 6 (WG-6) identified that only 41 per cent of fatal accidents had a publicly available Final Report. Subsequently, in 2024, the AIGP Working Group 20 (WG-20) updated this figure to 76 per cent, indicating a significant improvement in global compliance.

1.4 Both studies reviewed a total of 1,157 fatal accidents worldwide involving civil-operated aircraft with a Maximum Certificated Take-Off Mass (MCTOM) greater than 5,700 kg, occurring between 1990 and 2016.

1.5 In this context, and with the objective of understanding the current situation in the South American (SAM) Region, a brief analysis was conducted of accidents involving commercial fixed-wing aircraft with an MCTOM greater than 5,700 kg between 2016 and 2024. This analysis was based on data extracted from the ICAO Integrated Safety Trend Analysis and Reporting System (iSTARS) platform, compiled in December 2025.

2. Analysis

2.1 Between 2016 and 2024, a total of 33 accidents involving commercial fixed-wing aircraft with an MCTOM greater than 5,700 kg were recorded in the iSTARS database for the SAM Region. Following a review of publicly available sources and direct coordination with several AIG Authorities, 23 Final Reports were identified as publicly available. This corresponds to a publication rate of 69.7 per cent. A list of the accidents reviewed, including the identification of those for which a Final Report has been issued, is provided as an attachment to this paper.

2.2 The 69.7 per cent publication rate observed in the SAM Region demonstrates a substantial improvement when compared to the 41 per cent global average identified by AIGP WG-6. However, it remains below the 76 per cent global benchmark reported by AIGP WG-20 in 2024.

2.3 It is also relevant to consider the expected timeframes established in ICAO Doc 9756, Part IV, § 1.5.3, which recognize that approximately 65 per cent of Final Reports are issued within two years of the occurrence, 84 per cent within three years, and 94 per cent within four years. These reference values provide important context for assessing publication performance.

2.4 Within the framework of a regional project led by the ICAO SAM Regional Office, currently in the resource mobilization phase, the objective is to achieve a target indicator of at least 80 per cent of published Final Reports for accidents occurring over the last ten years; achievement is estimated within a timeframe of approximately 12 to 18 months once implementation has commenced. This target exceeds the current performance of the SAM Region (69.7 per cent) and goes beyond the most recent global benchmark identified by AIGP WG-20 (76 per cent), while remaining realistic and achievable through targeted capacity-building actions, improved coordination, and sustained regional support, taking into account the inherent complexity of investigations and the structural constraints faced by some States.

2.5 The **Appendix** shows the iSTARS Accident List from 2016 to 2024 of the SAM Region.

— — — — — — — — — — —

APPENDIX

iSTARS Accident List (2016-2024)

Local Date	Operator	Model	State	Category	Injuries	Fatalities	Aircraft damage	Phase	Final Rep.
28/04/2016	TAME - Linea Aérea del Ecuador	ERJ190	Ecuador	RE	Minor	0	Substantial	Landing	YES
21/10/2016	Sterna Linhas Aéreas	A300B	Brazil	RE	None	0	Substantial	Landing	YES
28/01/2017	Aer Caribe	737-400	Colombia	RE	None	0	Substantial	Landing	YES
20/03/2017	Total Linhas Aéreas	ATR42-600	Brazil	RE	None	0	Substantial	Landing	YES
28/03/2017	Peruvian Airlines	737-300	Peru	RE	None	0	Destroyed	Landing	YES
29/03/2018	Amaszonas S.A.	SA227	Bolivia	BIRD; RE	None	0	Substantial	Landing	YES
03/05/2018	Boliviana de avación	737-300	Bolivia	WSTRW	None	0	Destroyed	Take Off	NO
16/07/2018	Flybondi	737-800	Argentina	ARC	None	0	Substantial	Take Off	YES
16/07/2018	GOL Linhas Aéreas Inteligentes	737-800	Brazil	ARC; SCF-NP	None	0	Substantial	Landing	YES
06/08/2018	LATAM - Brazil	A321	Brazil	OTH	Serious	0	None	En Route	YES
19/08/2018	LC Peru	DHC8-400	Peru	ARC	None	0	Substantial	Landing	YES
09/11/2018	Fly Jamaica Airways	757-200	Guyana	SCF-NP; RE; EVAC	Fatal	1	Substantial	Landing	YES
28/11/2018	Peruvian Airlines	737-500	Bolivia	SCF-NP	None	0	Substantial	Landing	NO
03/03/2019	Oceanair	A320	Brazil	USOS	None	0	Substantial	Landing	YES
07/03/2019	Boliviana de avación	737-300	Bolivia	SCF-NP	None	0	Substantial	Landing	NO
15/06/2019	MAP Linhas Aereas	ATR42-300	Brazil	SCF-NP; ARC; EVAC	Minor	0	Substantial	En Route	YES
03/08/2019	Boliviana de Aviaciòn	737-300	Bolivia	SCF-NP; ADRM	None	0	Substantial	Landing	NO
07/09/2019	Avianca	ATR72-200	Colombia	ARC	None	0	Substantial	Landing	YES
23/11/2019	AVIOR - Aviones De Oriente	737-400	Colombia	SCF-NP; ARC	None	0	Substantial	Landing	YES
09/07/2020	LATAM - Brazil	A319	Brazil	TURB; AMAN	Serious	0	None	Approach	YES
25/11/2021	Azul Líneas Aéreas Brasileñas	A320	Brazil	SCF-NP, EVAC	Serious	0	None	Take Off	YES
12/03/2022	Bocas Air	1900	Panama	RAMP; SCF-NP	None	0	Substantial	Take Off	YES
25/07/2022	Avianca	A320	Colombia	AMAN	Serious	0	None	Taxi	YES
25/09/2022	Compania Panamena De Aviacion, S.A.	737	Panama	RE	None	0	Substantial	Landing	YES
18/11/2022	LATAM	A320	Peru	RI; ADRM; F-POST	Fatal	2	Destroyed	Take Off	YES
28/11/2022	Azul Linhas Aereas Brasileiras S/a	A330	Brazil	TURB	Serious	0	None	En Route	NO
15/03/2023	Aerovias de integracion regional	A319-100	Colombia	TURB	Serious	0	None	Approach	YES
05/01/2024	Flybondi	BOEING 737-800	Argentina	ARC	None	0	Substantial	Landing	NO
18/02/2024	Delta	BOEING 767-300	Colombia	TURB	Serious	0	None	En Route	YES
23/03/2024	ABX air	BOEING 767-300	Panama	ARC	None	0	Substantial	Landing	NO
09/08/2024	Voepass	ATR ATR72-200	Brazil	LOC-I; ICE; SCF-NP	Fatal	62	Destroyed	En Route	NO
09/11/2024	TOTAL LINHAS AÉREAS SA	BOEING 737-400	Brazil	F-NI	None	0	Destroyed	En Route	NO
23/11/2024	AMERICAN AIRLINES INC	BOEING 777-200	Brazil	TURB	Serious	0	None	En Route	NO

— END —