



INFORMATION PAPER

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Forty-First Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (ESC/41)

Mexico City, Mexico, 2 to 3 September 2026

Agenda Item 5: Regional Safety Performance Implementation Support

FROM NUMBERS TO DATA: CLOSING THE FINAL REPORT GAP IN THE SAM REGION

(Presented by the Secretariat)

EXECUTIVE SUMMARY

The 42nd ICAO Assembly heard, from both a federation of accident victims' families and the international air transport industry, that barely half of the world's aviation accidents produce a completed Final Report. This Information Paper presents a different picture for the SAM Region: 28 of 35 tracked occurrences now have a published Final Report (80 per cent), well above the global figures reported to the Assembly, with a further three expected before the end of 2026, bringing the total to 31 of 35 (88.6 per cent).

It describes the effort behind that result — a public SAM Final Reports repository, sustained direct engagement with AIG Authorities holding pending investigations, targeted technical assistance to Bolivia and Paraguay, and a contributing-factors dashboard to help States translate closed investigations into State Safety Programme (SSP) priorities.

Strategic Objectives :

- Every flight is safe and secure
- No country left behind

References :

- ICAO Doc 9756, Part IV, § 1.5.3
- AIGP WG-6 (2017) and WG-20 (2024) studies on Final Report publication rates
- A42-WP/43 — Publication of Final Investigation Reports (International Federation of Air Crash Victim Associations and Families / ACVFFI–FIVAFAF, 14/7/25)
- A42-WP/330 — Enhancing Safety: Improving Accident Investigation Mechanisms and Report Publication (IATA, ICCAIA, IFALPA, 29/7/25)
- [ICAO SAM Final Reports repository](https://www.icao.int/sites/default/files/SAM/AIG/Documents/Final%20Reports/sam-AIG-final-reports.html)
(<https://www.icao.int/sites/default/files/SAM/AIG/Documents/Final%20Reports/sam-AIG-final-reports.html>)

1. A Question Worth Asking

1.1 In August 2025, one subject was already dominating conversations across the Accident Investigation community: the completion and publication of Final Reports. Weeks later, that concern would materialized at the 42nd ICAO Assembly (A42) in two separate Working Papers. One was submitted by the International Federation of Air Crash Victim Associations and Families (ACVFFI), a federation of the very people an unfinished investigation leaves waiting the longest. This WP reported that only 52 per cent of the accidents tracked in IATA's Safety Report (2018–2023) had a completed investigation, and that Flight Safety Foundation data showed a completion rate of just 36 per cent for accidents and serious incidents over 5,700 kg between 2018 and 2022. The other, submitted jointly by IATA, ICCAIA and IFALPA, placed the global figure at 57 per cent for 2018–2023 and warned that safety lessons which are not applied in time leave the risk of recurrence open.

1.2 Read side by side, those two papers say the same thing from two different vantage points: one technical and one human. A world in which fewer than six accidents in ten produce a completed investigation is a world in which most safety lessons are never formally learned, and in which most families affected by an accident wait indefinitely for an official account of what happened to the people they lost.

1.3 The natural next question was simple: **how is the SAM Region actually doing against that backdrop?** Answering it meant going beyond a database query, it meant picking up the phone, and in several cases sitting across the table with the AIG Authorities directly responsible for the pending cases.

2. Turning a Question into a Public Record

2.1 The first step was to give the question a permanent home. A dedicated repository of Final Reports was established on the ICAO SAM website ([ICAO SAM Final Reports](https://www.icao.int/sites/default/files/SAM/AIG/Documents/Final%20Reports/sam-AIG-final-reports.html)), so that the Region's own performance would be visible, current, and impossible to lose track of. Having a single place where progress can be measured has proven to keep the subject alive on every State's desk. Pending investigations are far less likely to be forgotten when their status is published for the Region to see.

Repository: <https://www.icao.int/sites/default/files/SAM/AIG/Documents/Final%20Reports/sam-AIG-final-reports.html>

2.2 Since August 2025, every AIG Authority with a pending Final Report has been contacted directly, by telephone or in person, to review the status of their investigation and identify what support, if any, ICAO SAM could provide. This engagement has run in parallel with the ongoing work of the Regional Accident and Incident Investigation Cooperation Mechanism (ARCM).

2.3 The result of this sustained follow-up is measurable. As of the date of this note, 28 of the 35 occurrences tracked in the repository have a published Final Report, a rate of 80 per cent. Three further reports are expected to be finalized before the end of 2026, which would bring the Region to 31 of 35, or 88.6 per cent. For reference, these rates were based on the accidents listed on ICAO's iSTAR database. This universe reflects the same scope used in ICAO's annual Safety Report: accidents involving scheduled commercial operations of aircraft with a certified maximum take-off weight (MTOW) over 5.700Kg.

2.4 That 80 per cent is worth pausing on. Globally, the picture reported to the 42nd Assembly is concerning: only 36 to 57 per cent of accidents and serious incidents over the past several years have produced a completed Final Report, depending on the dataset. Measured against that backdrop, the SAM Region is not simply meeting a regional target, it is outperforming the world average by a wide margin, in a Region that is often assumed to be among the more resource-constrained.

3. What the Percentages Do Not Show

3.1 It is worth remembering who wrote one of the two papers that framed this issue at the Assembly: not a regulator, not an industry association, but a federation formed by the families of the victims themselves, people for whom an unfinished investigation is not an abstract compliance gap, but an open question about how, and why, someone they loved did not come home. Behind every occurrence on the SAM repository is exactly that: a State that lost an aircraft, a crew that may not have returned, and a community still waiting for the answers that only a complete investigation can provide.

3.2 A pending Final Report is not merely an administrative gap, it is an unfinished lesson, a safety recommendation not yet made, and a risk that remains unaddressed for longer than it should. This is why the work described in this note has been carried out, deliberately, at the level of individual cases and individual conversations, rather than as a distant statistic. Each call to an AIG Authority, each visit, each shared draft of analysis is, in effect, a commitment to the people who are still waiting for that report: investigators, regulators, operators, and, ultimately, the families who deserve to know what happened and why.

4. Turning Attention into Assistance

4.1 The clearest expression of this commitment is a targeted technical assistance project developed to support the Plurinational State of Bolivia and Paraguay in completing their oldest pending investigations. Bolivia was identified, through the ICAO iSTARS platform, as the State with the oldest accident investigations still without a published Final Report; Paraguay's priority case concerns a serious incident related to adverse weather conditions, a recurring and high-impact safety issue for the Region.

4.2 Beyond the four reports themselves, the project was designed to leave a lasting capability behind: national investigators will be directly involved in the analysis and drafting process, ensuring an effective transfer of investigation methodology. The project has a duration of 12 months and have already delivered 2 Accident Final Reports.

5. Beyond Publication: Making Closed Reports Work Harder

5.1 Publishing a Final Report is the beginning of its usefulness, not the end. To help States convert closed investigations into concrete safety action, a pilot Contributing Factors Dashboard (Panel de Factores Contribuyentes SAM/AIG) is being developed, built on ICAO's ADREP/ECCAIRS Explanatory Factors taxonomy and cross-referenced with the CICTT Hazard Taxonomy.

5.2 By systematically coding the factors identified in each published Final Report, the dashboard gives States and the Region a structured, evidence-based basis for defining State Safety Programme (SSP) priorities, precisely the kind of data-driven prioritization that USOAP CMA audits are increasingly expected to test for. In this sense, the work of closing the publication gap and the work of building the dashboard are two stages of the same effort: first ensure the lessons exist in writing, then ensure they are actually used.

6. Not Alone: A Regional, Coordinated Effort

6.1 None of the progress described in this note belongs to a single office or a single State. It is the product of AIG Authorities who returned calls and shared information, of ARCM's continuing coordination role, and of a Region that has chosen to treat transparency as a shared responsibility rather than an individual burden.

6.2 This coordinated approach is also essential to the effectiveness of the State Safety Programme (SSP). Without Final Reports, there is no reliable safety data; without reliable safety data, States cannot fully identify hazards, assess risks, establish priorities, or measure the effectiveness of safety actions. In simple terms: no report, no data; no data, no effective Safety Management.

7. Conclusion

7.1 The figures in this paper are, in the end, only a way of counting something simpler: how many families, crews, and communities in the SAM Region are still waiting for an answer, and how many now have one. Globally, that answer still arrives for barely half of them. In the SAM Region, it now arrives for eight in ten, and the Region is not stopping there. That distance is closing, one report and one conversation at a time, and why that movement matters goes beyond the percentage points: every report published closes the gap between an accident and the lessons that might prevent the next one.

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APPENDIX A
SAM Region: Final Report Status by Occurrence (2016–2025)

This Annex reproduces an extract of the last ten years of accidents falling within the scope of the Occurrence Validation Study Group (OVSG), as listed in ICAO's iSTARS platform as of the date of this Paper.

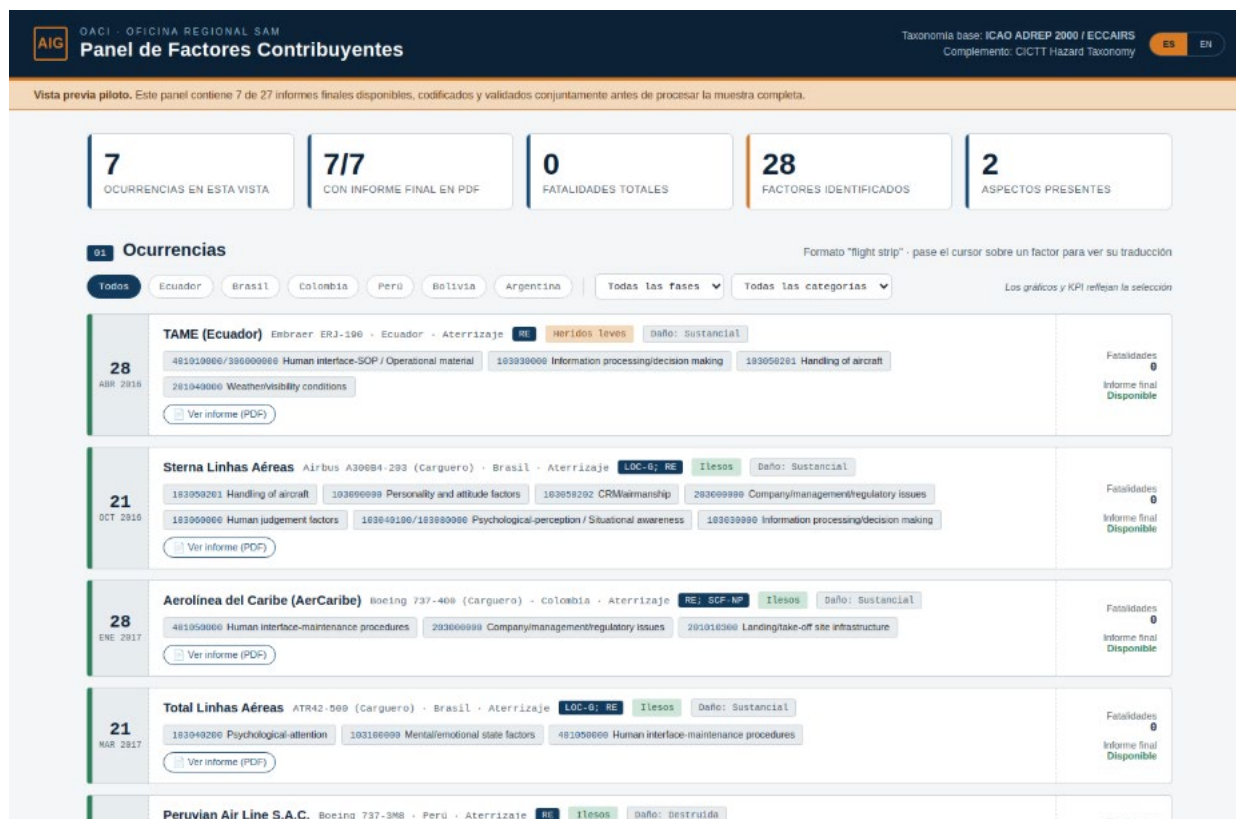
Date	State	Operator (Occurrence Ref.)	Aircraft	Fatalities	Final Report
28-Apr-2016	Ecuador	TAME – Línea Aérea del Ecuador	ERJ190	0	Published
21-Oct-2016	Brazil	Sterna Linhas Aéreas	A300B	0	Published
28-Jan-2017	Colombia	Aer Caribe	737-400	0	Published
20-Mar-2017	Brazil	Total Linhas Aéreas	ATR42-600	0	Published
28-Mar-2017	Peru	Peruvian Airlines	737-300	0	Published
29-Mar-2018	Bolivia	Amazonas S.A.	SA227	0	Published
03-May-2018	Bolivia	Boliviana de Aviación	737-300	0	Pending
16-Jul-2018	Argentina	Flybondi	737-800	0	Published
16-Jul-2018	Brazil	GOL Linhas Aéreas Inteligentes	737-800	0	Published
06-Aug-2018	Brazil	LATAM – Brazil	A321	0	Published
19-Aug-2018	Peru	LC Peru	DHC8-400	0	Published
09-Nov-2018	Guyana	Fly Jamaica Airways	757-200	1	Published
28-Nov-2018	Bolivia	Peruvian Airlines (OB2041P)	737-500	0	Pending
03-Mar-2019	Brazil	Oceanair	A320	0	Published
07-Mar-2019	Bolivia	Boliviana de Aviación	737-300	0	Published
15-Jun-2019	Brazil	MAP Linhas Aéreas	ATR42-300	0	Published
03-Aug-2019	Bolivia	Boliviana de Aviación (CP3077)	737-300	0	Pending
07-Sep-2019	Colombia	Avianca	ATR72-200	0	Published
23-Nov-2019	Colombia	AVIOR – Aviones De Oriente	737-400	0	Published
09-Jul-2020	Brazil	LATAM – Brazil	A319	0	Published
25-Nov-2021	Brazil	Azul Linhas Aéreas Brasileñas	A320	0	Published
12-Mar-2022	Panama	Bocas Air	1900	0	Published
25-Jul-2022	Colombia	Avianca	A320	0	Published
25-Sep-2022	Panama	Compañía Panameña De Aviación	737	0	Published
18-Nov-2022	Peru	LATAM	A320	2	Published
28-Nov-2022	Brazil	Azul Linhas Aéreas Brasileiras	A330	0	Pending
15-Mar-2023	Colombia	Aerovías de Integración Regional	A319-100	0	Published
05-Jan-2024	Argentina	Flybondi	737-800	0	Pending
18-Feb-2024	Colombia	Delta	767-300	0	Published
23-Mar-2024	Panama	ABX Air	767-300	0	Published
09-Aug-2024	Brazil	Voepass	ATR72-200	62	Published
09-Nov-2024	Brazil	Total Linhas Aéreas	737-400	0	Pending
23-Nov-2024	Brazil	American Airlines	777-200	0	Published
04-Mar-2025	Peru	Servicios Aéreos Tarapoto (SAETA)	Jetstream 32	0	Pending
16-May-2025	Panama	Panama	F27 Mark 050	0	Published

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APPENDIX B

SAM/AIG Contributing Factors Dashboard — Pilot Preview

Screen capture of the pilot Contributing Factors Dashboard referenced in § 5, built on ICAO's ADREP/ECCAIRS Explanatory Factors taxonomy and cross-referenced with the CICTT Hazard Taxonomy. This preview contains 7 of the 28 Final Reports currently available.



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