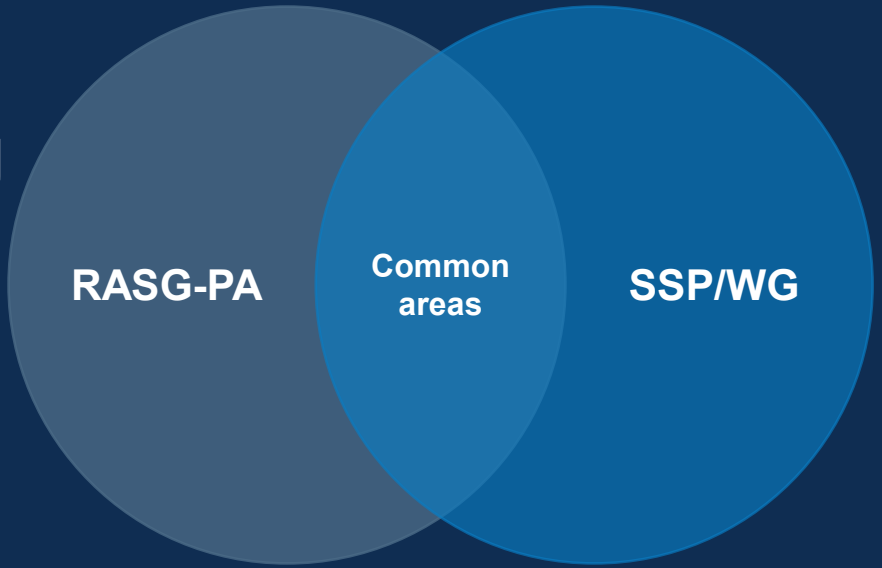
ICAO NACC REGIONAL OFFICE

RASG-PA and the NAM/CAR SSP Working Group

Common areas and how SSP focal points can support RASG-PA



NAM/CAR/SSP/WG meeting, 6–8 October 2026 [confirm]

Angel Luna | Regional Officer, Flight Safety

RASG-PA in one page

What it is, how it works and what it produces

Mission

Reduce fatality risk in commercial aviation in the Pan American Region through data-driven safety enhancement initiatives, with States, industry and international organizations working together

Structure

Plenary of all States and Territories of the NACC and SAM Regions, industry and organizations; an Executive Steering Committee (ESC); and the Pan America Regional Aviation Safety Team (PA-RAST), the technical team

PA-RAST

Gathers and analyses safety data, identifies regional safety issues and designs safety enhancements through project teams on the high-risk categories: CFIT, LOC-I, mid-air collision, runway safety and system/component failure

Products and initiatives

Safety Advisories and Safety Issue Alerts, the Annual Safety Report, the CST Strategy and Guidance, the ASAP Initiative on voluntary safety reporting, and a State safety information sharing programme; outcomes reported to the ICAO Council through the ANC

A shared mandate

The Working Group's Terms of Reference already point to RASG-PA



SSP/WG Terms of Reference

- Promote State participation in RASG-PA (3 i)
- Evaluate regional safety risks for the RASP and take active part in it (3 f, g)
- Promote sharing of safety information among States (3 h)
- Avoid duplication with regional implementation groups (4 b ii)



RASG-PA Procedural Handbook

- Support, monitor and report implementation of the GASP by States (3.1 b)
- States contribute information on safety risk, including SSP safety performance indicators (6.3.1 d)
- Coordinate regional safety activities to avoid duplication (9.1 d)



GASP 2026–2028, Goal 3

- Target 3.1: all States assess the level of implementation of their SSP, by 2026
- Target 3.2: all States establish an SSP, including a safety data collection and processing system (SDCPS), by 2028
- Target 5.2: updated NASPs by 2027

Common areas at a glance

Where an SSP WG responsibility and a RASG-PA activity clearly coincide

	SSP obstacles study	Safety data and SDCPS	GASP monitoring	RASP and NASP	Participation and CSTs
a) Common challenges and solutions	●	●			
f), g) Regional risks and the RASP			●	●	
h) Sharing of safety information among States		●			
i) Participation of States in RASG-PA					●

● The SSP WG responsibility and RASG-PA activities address the same thing. Other ToR responsibilities (gap analysis, training, work programme) have no direct RASG-PA counterpart.

Obstacles to SSP implementation

ToR 3 a) | identifying common challenges and proposing solutions

What this is and where it stands

- Why it matters to RASG-PA: the regional safety picture depends on the safety information that States' SSPs produce
- Roles as clarified at ESC/41: ICAO, through the NACC and SAM Regional Offices, leads the support to States on SSP implementation; RASG-PA contributes by promoting a culture of data collection and by making the Region's safety issues visible
- In response to Conclusion RASG-PA/15/C01, the Regional Offices have studied the obstacles to SSP implementation with the SSP focal points: the NACC study was presented to RASG-PA/15 and the SAM study to ESC/41
- What both studies found: the SSP is not scaled to State capacity, is too complex, sets risk management aside while documents are written, and engages industry weakly; leadership understanding of what the SSP is for is a recurring gap
- ESC/41 agreed to bring these causes to the attention of the ICAO Air Navigation Commission through a RASG-PA report

How you can support RASG-PA

- Confirm or refine the findings from the NAM/CAR perspective; the next progress report under C01 is due at ESC/42
- Bring the challenges the Working Group identifies to that report

Proposals for discussion

Safety information from States

ToR 3 a), h) | common challenges, sharing of safety information among States

What this is and where it stands

- Why it matters to RASG-PA: regional analysis relies mostly on industry data; the PA-RAST needs the State perspective that only a State's safety data collection and processing system (SDCPS) can give
- State safety information sharing project: States voluntarily share aggregated, de-identified safety trends and occurrence information with the PA-RAST through a simple Letter of Participation and a quarterly contribution form
- Pilot under way with Brazil, Canada, Chile and Costa Rica (for Central America), the NACC Regional Office aggregating; results to RASG-PA/16
- RASG-PA Data Driven Initiative: a NACC pilot with two or three States to help them establish their SDCPS, the one SSP element where the needs of States and of RASG-PA coincide; report to ESC/42
- The programme also gives States a means of meeting the Annex 19 Standard on safety information sharing applicable from 26 November 2026

How you can support RASG-PA

- Propose NAM/CAR States for the Data Driven Initiative pilot
- Share your State's perspective on safety risks at PA-RAST meetings

Proposals for discussion

Collaborative Safety Teams

ToR 3 i) | a way for States to take part in RASG-PA

What this is and where it stands

- What a CST is: a State–industry group that shares safety information and works on local safety issues together; RASG-PA promotes them and connects them to the regional picture
- How it links to RASG-PA: CSTs bring local issues to the PA-RAST, so systemic issues can be identified across the Region, and take RASG-PA safety intelligence back to local level; a CST may appoint representatives to PA-RAST meetings
- The revised CST Strategy and Guidance (approved at ESC/41) lowers the entry barrier: trust before structure, start with a conversation, formalize later; it is not an instrument of the SSP and collaboration does not mean obligation
- In the Region: national CSTs in the United States, Canada, Brazil, Peru and Panama, a regional CST in Central America, and initiatives in other States

How you can support RASG-PA

- Where your State has a CST or a similar mechanism, connect it with RASG-PA
- Where it does not, consider starting with informal State–industry collaboration; the Secretariat can brief on the concept

Proposals for discussion

GASP monitoring, the RASP and NASPs

ToR 3 f), g), i) | regional risks, the RASP, participation in RASG-PA

What this is and where it stands

- One of RASG-PA's two objectives is to support, monitor and report States' implementation of the GASP
- ESC/41 approved a mechanism to monitor GASP implementation indicators using data already held by ICAO; its first report to ESC/42 will include an initial identification of States needing assistance, including on SSP implementation
- RASG-PA's risk priorities are the high-risk categories its project teams work on: CFIT, loss of control in-flight, mid-air collision, runway excursion and incursion, and system/component failure; adverse weather, wildlife strikes, lithium battery fires and GNSS interference are followed as cross-cutting topics
- The PA-RAST is mapping its products against the GASP Roadmap actions for each category (covered, partial or gap) and relays the resulting prioritization to the NACC and SAM Regional Offices as input to the RASP. As the Roadmap uses the same categories and initiatives as the RASP and NASPs, this puts RASG-PA's work in the language of SSP and national planning
- ESC/41 agreed a regional strategy to strengthen State participation in PA-RAST and RASG-PA

How you can support RASG-PA

- Use these risk priorities as an input when the Working Group evaluates regional risks for the RASP (ToR 3 f, g)
- Use the RASG-PA high-risk categories when defining NASP risks and indicators
- Tell RASG-PA where your State needs assistance, for the first monitoring report

Proposals for discussion

How SSP focal points can take part

Entry points that already exist

In RASG-PA

States are RASG-PA members: Plenary participation, PA-RAST membership and project teams

At PA-RAST meetings

Present your State's perspective on safety risks; check whether a risk shared at PA-RAST is present in your own operational context; contribute SSP safety performance indicators

Next meetings

PA-RAST/72, Lima, Peru, 9–12 November 2026; RASG-PA/16 Plenary, Venezuela, 12–16 April 2027

Thank you

Questions and discussion

RASG-PA Secretariat | ICAO NACC Regional Office

