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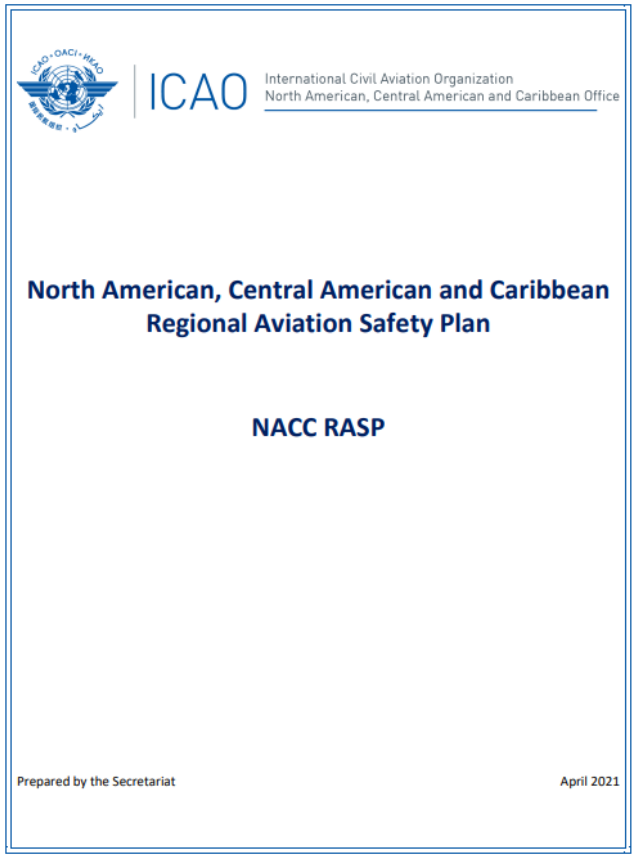

OACI

# Background

1. The first edition of the NACC RASP covers the 2020–2022 period.

2. The NACC Office presented the document to the States during a virtual meeting and requested their acceptance prior to its publication.

3. The current edition is aligned with the 2020–2022 edition of the GASP.


ICAO International Civil Aviation Organization
North American, Central American and Caribbean Office

North American, Central American and Caribbean Regional Aviation Safety Plan

NACC RASP

Prepared by the Secretariat

April 2021

# Team Composition

1. The RASP Updating subgroup was formed in September 2025.
2. The group initially consisted of the following States: Bahamas, Barbados, Belize, Costa Rica, Curaçao, Guatemala, El Salvador, Nicaragua, Mexico, and the Dominican Republic.
3. The following States currently remain: Bahamas, Barbados, Belize, Costa Rica, Curaçao, Mexico, and the Dominican Republic.
4. The development of the new edition has employed various strategies, including the assignment of tasks and periodic meetings.
5. Meetings are currently held on a weekly basis.

# Development Stages

## 1. Conformity assessment of the 2020–2022 edition

Participants used the Document 10131 checklist to identify gaps in the first edition and propose content improvements.

## 2. Development of sections

Participants divided into groups to develop the document's main sections.

## 3. Comprehensive review of the draft

Participants reviewed the changes suggested in the report provided by the Secretariat.

# Key changes to the document

1. **Alignment with the 2026–2028 edition of the GASP and the third edition of Document 10131**

- Goals, targets and indicators.
- Safety risks.
- Regional challenges.



# Key changes to the document

## 2. Safety goals

- Five of the six GASP goals are maintained.
- Goal #6 has been integrated into goal #4 and included as an indicator.

| Alignment of GASP – NACC RASP goals | | | | | | |
|---|---|---|---|---|---|---|
| **GASP** | **Goal 1:** Achieve a continuous reduction of operational safety risks. | **Goal 2:** Strengthen States' safety Oversight capabilities. | **Goal 3:** Establish and manage State safety programmes (SSPs). | **Goal 4:** Strengthen collaboration at the regional and national levels to address safety issues. | **Goal 5:** Strengthen aviation safety planning. | **Goal 6:** Expand the use of industry evaluation programmes and safety data sharing programmes. |
| **NACC RASP** | **Goal 1:** Achieve a continuous reduction in regional operational safety risks. | **Goal 2:** Strengthen regional States' safety oversight capabilities. | **Goal 3:** Establish and implement State Safety Programmes (SSPs) in the States of the region. | **Goal 4:** Strengthen collaboration at the regional Level through the regional groups to address safety issues. | **Goal 5:** Strengthen aviation safety planning. | |

# Key changes to the document

**3. Governance of the NACC RASP**

- The role of civil aviation directors is documented, granting them the authority to approve the document.
- Responsibility for monitoring is assigned to the NACC RASP Implementation and Follow-up Steering Group.

These changes have been made with the aim of securing the States' commitment to the Plan.

# Key changes to the document

| Entity | Role and authority | Main responsibilities |
|---|---|---|
| **Civil Aviation Directors of the NACC Region** | **Strategic sponsorship and approval authority.** | Provide management-level direction; support the resolution of barriers requiring high-level decisions; establish the Review Group; consider reports from both Groups; and approve new editions and substantive interim amendments. |
| **ICAO NACC Regional Office** | **Regional coordinator and secretariat. It does not unilaterally amend or approve the Plan.** | Coordinate development, implementation, monitoring and review; serve as secretariat to both Groups; facilitate consultations; consolidate and analyse safety data; coordinate risk identification and capacity-building needs; provide technical assistance; maintain records; coordinate reporting; publish approved versions; and establish and maintain Steering Group membership in consultation with States and Territories. |
| **NACC RASP Implementation and Monitoring Steering Group** | **Principal annual monitoring mechanism.** | Review progress against goals, targets, SPIs and SEIs; identify implementation barriers, emerging issues and support needs; recommend actions; report to the Directors; and refer substantive amendment or review matters to the Review Group. |
| **NACC RASP Review Group** | **Technical review and amendment mechanism.** | Conduct the triennial review and renewal; assess substantive interim amendments; conduct consultations; prepare draft new editions or amendments; submit recommendations to the ICAO NACC Regional Office for concurrence and thereafter to the Directors for approval. |

# Key changes to the document

| Entity | Role and authority | Main responsibilities |
|---|---|---|
| **NACC States and Territories** | **Primary implementers.** | Develop and maintain NASPs; establish national SEIs and SPIs; implement regional priorities through national safety systems; designate representatives; report progress and safety information; participate in consultations; submit amendment proposals; and contribute to peer support and capacity-building. |
| **RSOOs** | **Technical and implementation-support partners.** | Provide guidance, technical assistance, data analysis and regional safety insights; support NASPs, SSPs, SEIs and SPIs; promote harmonization; support training and mitigation actions; and endorse approved editions or substantive amendments, when invited. |
| **Industry organizations and service providers** | **Operational safety data and implementation-support partners.** | Implement SMS; provide operational safety data and expertise; participate in consultations; support SEIs and mitigation strategies; promote safety-information sharing, training and good practices; and endorse approved editions or substantive amendments, when invited. |

# Key changes to the document

| Entity | Role and authority | Main responsibilities |
|---|---|---|
| **RAIOs** | **Investigation-based safety analysis partners.** | Support independent investigations and implementation of relevant SARPs; identify systemic issues, trends and lessons learned; support safety-information-sharing arrangements; and provide recommendations to States, NACC and RASG-PA. |
| **GREPECAS and its subsidiary bodies** | **Air navigation planning and implementation coordination partners.** | Facilitate implementation of the CAR/SAM Regional Air Navigation Plan; identify air navigation deficiencies; coordinate safety–air navigation matters; support PBN, aerodrome and CNS/ATM improvements; and report implementation progress relevant to safety outcomes. |
| **RASG-PA and its subsidiary bodies** | **Pan-American coordination and technical-support interface; it does not approve or directly monitor the NACC-RASP.** | Provide safety data, mitigation strategies, advisory material, training and lessons learned; identify regional operational safety risks; support mitigation through PA-RAST, the SSP Working Group and other mechanisms; promote collaboration and harmonization; align Pan-American initiatives; and avoid duplication. |

# Key changes to the document

**4. Safety risks**

- Charts and data from the RASG-PA ASR 2025 are included.
- The Secretariat coordinated a consultation with States in the Region regarding key safety risks, establishing a methodology for selecting regional risks based on reporting frequency among States in the Region.
- Key contributing factors are included.

# Key changes to the document

## 4. Safety risks - Primary R-HRCs

- LOC-I — Loss of Control In-flight
- CFIT — Controlled Flight Into Terrain
- RE — Runway Excursion
- MAC — Mid-Air Collision
- RI — Runway Incursion

# Key changes to the document

## 4. Safety risks - Additional Regional Safety Risks

- BIRD — Bird / Wildlife Strike
- SCF-NP — System/Component Failure, Non- Powerplant
- SCF-PP — System/Component Failure, Powerplant
- ARC – Abnormal runway Condition

# Key changes to the document

## 5. Regional challenges

| Regional challenges 2026 - 2028 |
| --- |
| 1. Lack of sufficient financial resources for the safety oversight authority to meet its national and international obligations; |
| 2. Limited capacity in maintaining effective and sustainable State safety oversight systems across the region, including limited qualified personnel and lack of resolution of safety issues |
| 3. Challenges in ensuring effective institutional separation between regulatory authorities and Air Navigation Service providers, affecting the effectiveness of safety oversight. |
| 4. The implementation of State Safety Programmes across the region has not progressed at the pace required to achieve regional safety objectives. |
| 5. Deficiencies in safety data and safety information collection, analysis and exchange, to support safety management activities |
| 6. Limited institutional and technical capacity to effectively conduct aircraft accident and incident investigations across a significant number of States in the region. |
| 7. Limited progress in international aerodromes certification across the region. |

# Key changes to the document

## 5. Other concerns

| Other concerns 2026 - 2028 |
| --- |
| 1. Challenges in the timely implementation of Corrective Action Plans (CAPs) following USOAP CMA activities across the region. |
| 2. Variability in the timely completion and maintenance of States' USOAP CMA Self-Assessments, limiting the availability of current oversight information across the region. Approximately **23 per cent of the States in the NAM/CAR Regions** maintain Self-Assessment completion levels below 50 per cent, while the regional median is **82.5 per cent**, indicating significant variability in the maintenance of USOAP CMA information. This inconsistency limits the availability of current oversight information needed to support effective continuous monitoring and regional safety analysis. |

# Status

**Approximately**

**80% of progress.**

**It must be completed by**

**2026.**

# Pending items

- Development of the roadmap.
- Formulation of the terms of reference and establishment of the NACC RASP Implementation and Monitoring Steering Group.
- Update on changes in the Spanish version.
- Submission for approval.

# Lessons learned

- Secure the commitment of States to work collaboratively.
- Improve the allocation of roles and responsibilities.
- Promote the development of SDCPS as sources of information for monitoring.

# Thank You




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