ANNUAL
SAFETY REPORT

2026

Collaborating towards achieving the highest level of safety in the Pan American Region.

RASG - PA vision

Disclaimer

Please read this disclaimer carefully before reviewing the Annual Safety Report. By accessing and reviewing this report, you agree to the terms and conditions set forth in this disclaimer.

The RASG-PA Annual Safety Report aims to provide an overview of the results of the safety data review, the safety initiatives and other activities undertaken by the group during the specified period. It is intended to enhance awareness and promote a culture of safety among its members and other stakeholders.

While every effort has been made to ensure the accuracy and completeness of the information presented in this report, there may be unintentional errors or omissions.

Safety risks, practices and regulations change over time. The information presented in this report is based on RASG-PA safety practices up until the specified date. Subsequent developments or changes may not be reflected in this report.

This report contains data obtained from various sources, including internal records, third-party reports, and expert opinions. RASG-PA does not independently verify the information from these sources and disclaims any responsibility for inaccuracies or misinterpretations.

The information provided in this report does not constitute legal advice or guidance. It is intended solely for informational purposes.

This report may contain forward-looking statements that involve risks and uncertainties. These statements are based on current expectations and assumptions and are subject to various risks and uncertainties that may cause actual results to differ materially from those expressed or implied in the report.

By reviewing this report, you acknowledge that you have read and understood this disclaimer and agree to be bound by its terms and conditions. If you do not agree with any part of this disclaimer, you should refrain from accessing or using this report.



Table of Contents



PAGE 2
Disclaimer

PAGE 3
Table of contents

PAGE 4
Takeaways & Recommendations

PAGE 5
Drive Safety Impact

PAGE 6
All in One Page

Editorial

PAGE 7
RASG-PA: Trust Before Data

PAGE 8
RASG-PA: Driving Safety Through Collaboration

PAGE 9
2025 Safety Data

PAGE 10
2025 in Review

High Risk Categories (HRC)

PAGE 11
Controlled Flight Into Terrain (CFIT)

PAGE 12
Loss of Control in Flight (LOC-I)

PAGE 13
Mid Air Collision (MAC)

PAGE 14
Runway Excursion (RE)

PAGE 15 - 17
Safety Data Charts

PAGE 18
2025 Safety Deliverables

PAGE 19
Active and Future Projects

PAGE 20
Safety Partners Programme

PAGE 21
The Role of ICAO

PAGE 22
RASG-PA Members

PAGE 23
Map of the CSTs

PAGE 24
Evolution of GASP Implementation in Pan America

PAGE 25
List of Accidents 2025

Takeaways and recommendations

2025 highlighted the need for stronger safety intelligence, broader collaboration, and proactive management of emerging operational risks.

Safety Data Sharing

Regional safety intelligence depends on the availability of reliable and representative operational safety information from across the Pan American Region. While important progress has been achieved through existing industry programmes, broader participation from States remains essential to improve the identification of regional trends and emerging risks. Expanding the voluntary sharing of aggregated safety data will strengthen analytical capabilities, enhance situational awareness, support evidence-based decision-making, and enable the development of more effective and coordinated mitigation actions throughout the region.

CSTs & Collaboration

Collaborative Safety Teams continue to demonstrate their value as one of the most effective mechanisms for improving aviation safety through cooperation between regulators, service providers, operators, manufacturers, and other industry stakeholders. By creating trusted environments for information exchange and collaborative risk management, CSTs help transform local safety concerns into practical regional solutions. Expanding participation, strengthening existing teams, and encouraging greater engagement from operational stakeholders will further enhance regional cooperation and accelerate the implementation of safety improvements.

SSP & Risk-Based Oversight

Progress in the implementation of State Safety Programmes remains uneven across the region, limiting the ability of some States to fully transition toward modern, risk-based oversight models. Effective safety management increasingly depends on the availability of quality data, systematic risk assessment methodologies, and the capacity to prioritize oversight activities according to operational risk. Continued support for SSP implementation, combined with greater use of safety intelligence and performance monitoring, will help optimize resources and improve the effectiveness of safety oversight activities throughout the region.

Just Culture & Voluntary Reporting

Mandatory reporting captures only part of the operational risk picture; the threats and latent conditions that front-line personnel observe often remain invisible without trusted, non-punitive channels for voluntary disclosure. Through the RASG-PA ASAP Initiative, the region is advancing a just culture-based approach that protects reporters and the information they share while preserving accountability for reckless or deliberate acts. The obligation is already established; the persistent gap is executional. Encouraging States and operators to implement these programmes, with appropriate protections for voluntarily shared safety information, will strengthen hazard identification and enrich the regional safety picture.

Emerging Risks

The region continues to face evolving safety challenges that extend beyond traditional accident categories. Discussions throughout 2025 highlighted the growing relevance of adverse weather phenomena, workforce evolution, increasing operational complexity, and the influence of human and organizational factors across multiple operational domains. These issues have the potential to affect safety performance in subtle but significant ways. Integrating emerging risks into existing safety programmes and analytical processes will support a more proactive approach to risk management and strengthen the resilience of the aviation system.

High-Priority Safety Issues

Regional safety reviews conducted during 2025 consistently identified mid-air collision precursors, adverse weather events, and turbulence-related occurrences among the most significant operational concerns reported by States, industry partners, and Collaborative Safety Teams. These issues continue to require focused analysis and coordinated mitigation efforts. Maintaining strong support for PA-RAST projects, promoting data-driven safety initiatives, and strengthening regional cooperation will be essential to better understand these risks and achieve further improvements in aviation safety performance.

STRONGER DATA, DEEPER COLLABORATION, AND PROACTIVE RISK MANAGEMENT REMAIN THE KEY DRIVERS FOR IMPROVING AVIATION SAFETY PERFORMANCE ACROSS THE PAN AMERICAN REGION.

HOW WE DRIVE

Safety Impact



RASG-PA advances aviation safety in the Pan American Region through a collaborative, intelligence-driven, and implementation-focused approach. By connecting States, industry partners, and regional safety initiatives, the Group transforms safety information into coordinated actions that strengthen risk management capabilities and support continuous safety improvement.

Risk-Based Oversight

States continue progressing toward more mature safety management and oversight systems through the implementation of SSPs, NASPs, Risk-Based Surveillance methodologies, and other initiatives aligned with the Global Aviation Safety Plan. These efforts support more efficient allocation of resources and improved safety performance.

Regional Safety Intelligence

The region is advancing toward a more integrated safety intelligence model by combining safety data analysis, trend monitoring, emerging risk identification, and collaborative assessment. This approach supports proactive decision-making and helps transform safety information into actionable risk mitigation strategies.

Regional and International Cooperation

Strong cooperation among States, industry partners, ICAO Regional Offices, PA-RAST, CSTs, and GREPECAS remains essential for achieving sustainable safety improvements. Enhanced coordination mechanisms and broader stakeholder participation continue to strengthen the region’s capacity to address common safety challenges.

Data-driven Safety Management

The Pan American Region continues to strengthen its ability to identify safety priorities through the analysis of operational data from multiple sources, including States, industry programmes, Collaborative Safety Teams, and occurrence reporting systems. Expanding safety data sharing remains essential to improve regional situational awareness and support evidence-based decision-making.

Collaborative Safety Teams

Collaborative Safety Teams remain a cornerstone of the regional safety strategy, providing a trusted environment where regulators, operators, service providers, and industry stakeholders work together to identify hazards, validate safety information, and develop practical mitigation actions tailored to regional needs.

All in One Page

These are some of the most relevant RASG-PA products in recent years

RASG-PA Annual Safety Report

2025 | 2024 | 2023 | 2022 | 2021

2020 | 2019 | 2018 | 2017 | 2016

2015 | 2014 | 2013 | 2011 | 2010

RASG-PA Safety Alerts

RSIA-01 Wrong Altimeter Setting
RSIA-02 Lithium Battery Fires in Passenger Cabin
RSIA-03A GNSS Interference

CST Implementation Guidance
RASG-PA Procedural Handbook
RASG-PA Turbulence Toolkit

RASG-PA Safety Advisories

RSA-06 Key Safety Areas to Watch

RSA-07C Mitigations for Controlled Flight Into Terrain

RSA-08 Compatibility Issues Between Required Landing Performance and Touchdown Zone Definition

RSA-09 Mode Awareness and Energy State Management Aspects of Flight Deck Automation

RSA-10B Manual Flight Operations

RSA-11 - Use of the traffic collision avoidance system (TCAS)

RSA-12 – Runway Excursion/Veer-off Prevention

RSA-13 Large Height Deviations (LHD) in Reduced Vertical Separation Minima (RVSM) Airspace – Coordination Errors

Follow us on LinkedIn to stay updated on our latest news, learn more about our journey, and be the first to know when new products are available!
https://www.linkedin.com/company/rasg-pa



Melvin Cintron

CO-CHAIR REPRESENTING STATES

> **Data is most valuable when it is supported by strong relationships and a shared commitment to safety.**

Trust Before Data

The state of aviation safety across the Pan American region reflects nearly two decades of shared commitment and collaboration, built through the sustained efforts of States, operators, regulators, and international bodies choosing, repeatedly, to sit at the same table, address shared safety risks, exchange lessons learned, and pursue common goals. The Regional Aviation Safety Group - Pan America (RASG-PA)'s 2026 Annual Safety Report gives us a moment to recognize that progress, celebrate the partnerships that have made it possible, and identify opportunities to continue advancing safety across the hemisphere.

Across the region, we are watching more Civil Aviation Authorities (CAAs) move toward establishing Collaborative Safety Teams (CST) with operators. These efforts demonstrate a shared understanding that safety challenges are best addressed together. As these conversations begin, questions often focus on data—how it will be shared, what information will be available, and which platforms will support collaboration. Those are important considerations, but experience has shown that the most effective safety collaborations begin with something even more fundamental: trust.

Building trust was a key lesson from the initial start of CAST (U.S. Commercial Aviation Safety Team), which was the first working model for collaborative safety efforts globally. For its first decade, CAST did not achieve results through access to shared industry data, but rather by drawing on lessons learned from tragic accidents that had already occurred. Only after this foundation was laid and operators and regulators built a track record of working together toward common goals, did the conversation naturally evolve toward voluntary data sharing to address emerging risks in the system before they manifest as an accident.
The sequence matters. Data is most valuable when it is supported by strong relationships and a shared commitment to safety.

As more CAAs establish CSTs, there is an opportunity to focus on building relationships first. Structure, governance frameworks, data protocols, and formal agreements all have important roles, but they are most effective when supported by a foundation of trust.

This principle also applies at the individual level and highlights one of the RASG-PA's most promising opportunities: expanding Just Culture-based Voluntary Safety Reporting Programs. Aviation Safety Action Programs (ASAP) give frontline personnel a protected channel to report operational irregularities and safety concerns before they escalate. While these programs are well established in the United States, their adoption throughout the hemisphere continues to grow.

Mexico and Aeromexico deserve recognition for their leadership in extending this model beyond the United States. Their success proved the universal value of voluntary reporting and has enabled the RASG-PA ASAP Initiative to develop implementation guidance, helping other regional partners build their own successful programs.

The principle behind these programs is simple: people are more likely to share information when they trust that it is safe to report. When punitive risk is high, reporting drops and hazards go undetected. A strong Just Culture empowers frontline professionals to contribute fully to the safety system and strengthens the ability to proactively identify hazards before they become accidents.

The progress documented throughout this report is a testament to what can be achieved through collaboration. The data, structures, and safety outcomes we seek are built on trust, commitment, and the willingness of people across the region to work together. At its core, RASG-PA is about a collaborative safety vision, mission and goal. Its proven effectiveness has been demonstrated with action that has led to positive results that are validated with empirical data. RASG-PA ensures that we do not lose focus on our purpose and remain vigilant in our commitment and steadfast in our resolve to continuous improvement of our aviation safety systems.

We invite States, operators, and professionals who read this report to continue strengthening the sharing of safety intelligence, enhancing safety risk management activities, and supporting the implementation of RASG-PA's recommendations. Together, we can continue building a safer aviation system for the entire Pan American region.



Rodolfo Quevedo

CO-CHAIR REPRESENTING INDUSTRY

> Since its inception the Regional Aviation Safety Group - Pan America (RASG-PA) has evolved and has driven collaboration and seamless coordination of safety initiatives to enhance civil aviation safety.

RASG-PA: Driving Safety Through Collaboration

Since its inception, the Regional Aviation Safety Group - Pan America (RASG-PA) has consistently evolved to meet the dynamic demands of the region and it has successfully driven collaboration and coordination of safety initiatives to enhance civil aviation safety.

The foundational approach of the organization is unique and highly effective; its approach of incorporating States, International Organizations, and industry stakeholders under a single roof to work towards risk mitigation in the Pan American region has truly been a model and catalyst for change across the global aviation community.

At this critical juncture, it is vital to recognize the enduring dedication of the leadership team. I wish to recognize the contributions of the Secretariat and all previous Co-Chairs for their contributions through the years and highlight how RASG-PA has managed past challenges and is working to address current ones and improve the ways of working of the Group.

To deeply understand our current trajectory, we must examine our foundational priorities. Key areas of work have been defined by several distinct and strategic pillars:

- Institutional Memory as a Strategic Asset: Acknowledging our history is paramount for future success. Looking back at successes and failures of RASG-PA prevents us from duplicating past mistakes and ensures that long-term safety initiatives are not abandoned prematurely due to short-term implementation challenges.
- Transition from Reactive to Predictive Safety: The evolution of safety metrics requires robust, actionable information. RASG-PA has seen challenges of baseline data collection to feed the Pan American Regional Aviation Safety Team (PA-RAST), thus this remains a challenge to enabling more effective risk identification and mitigation.
- Mitigation of High-Risk Accident Categories: The organization maintained an early focus on mitigating high-risk accident categories—specifically Loss of Control In-Flight (LOC-I), Controlled Flight Into Terrain (CFIT), and Runway Excursions (RE)—laid the groundwork for the work to develop highly sophisticated predictive modeling we employ today.
- The Role of Safety Partners: It is also important to highlight the relevance the RASG-PA Safety Partners has created, where airlines operating in the region are highly involved in being a strong partner, providing PA-RAST the intelligence and experience needed to assess the risks in the region.

A technically sound safety infrastructure cannot thrive in a heavily punitive environment. Relentless advocacy for a non-punitive safety culture has been a focus over the years. Our predecessors deeply understood that the effectiveness of RASG-PA relies heavily on the data feeding the PA-RAST activities.

To support this transparency, the organization has prioritized actionable teamwork at the national level. By promoting and providing assistance for States to implement Collaborative Safety Teams (CSTs) RASG-PA is helping to cultivate an environment where states and operators could share safety-critical information without fear of punitive action, thus unlocking a greater level of data fidelity and the collaboration we need for improving our systems.

Continuous improvement remains at the very heart of our reporting cycle. These key areas of work are also improving the Annual Safety Report itself, which has also been improved and refined over the years to better serve the aviation community.

With these structural advancements in mind, I also take this opportunity to challenge the various professionals and organizations who read this report to engage directly to help improve the gathering of safety intelligence, enhance the safety risk management activities, and assist in the implementation of the RASG-PA outputs.

In conclusion, our shared commitment is our strongest asset moving forward. As a collective group we can continue the quest aligned with the mission of RASG-PA, to reduce fatality risk in the Pan American region and work towards the aspirational goal of zero accidents.

2025

safety data

2025 in review



Sources: ALTA

Pan American Domiciled Airlines		Traffic to/from Pan America
12,548,005	TOTAL DEPARTURES	13,760,259
80.1%	PASSENGER LOAD FACTOR	79.5%
1,727,992,201	TOTAL SEAT CAPACITY	1,947,421,737
1,383,563,615	TOTAL PASSENGERS	1,547,371,388
1,130,085,208	DOMESTIC PASSENGERS	1,152,952,315
253,478,407	INTERNATIONAL PASSENGERS	394,419,074
0.2%	YEAR-ON-YEAR PASSENGER GROWTH	0.8%
143	AIRLINES	270
7,867	AIRPORT PAIRS	8,960
7.8%	PASSENGER RECOVERY FROM COVID	5.9%
28.3%	SHARE OF GLOBAL TRAFFIC	31.7%

Controlled Flight Into Terrain (CFIT)

Controlled Flight Into Terrain is defined as an in-flight collision or near collision with terrain, water, or obstacle without indication of loss of control, in other words, the aircraft is inadvertently flown into terrain or an obstacle. These accidents are generally characterized by the flight crew's loss of situational awareness in the approach and landing phase of flights.

> Most CFIT accidents occur in the approach and landing phase of flight.
>
> - SKYbrary. CFIT Definition

ONE ACCIDENT
IN THE LAST 10 YEARS

1
ACCIDENT
in the
last 10 years

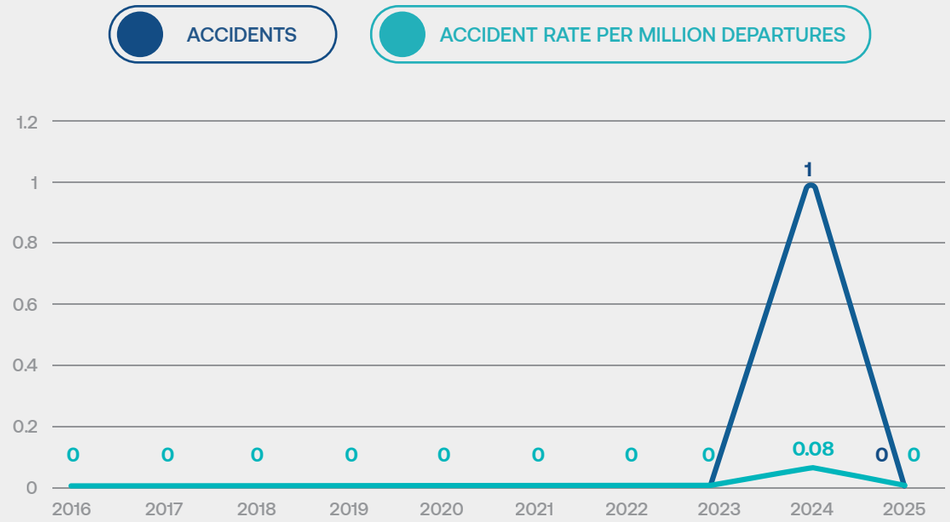
0
2025
ACCIDENT RATE
(Per million departures)

6
FATALITIES
in the last
10 years

Sources: iStars and OVSG

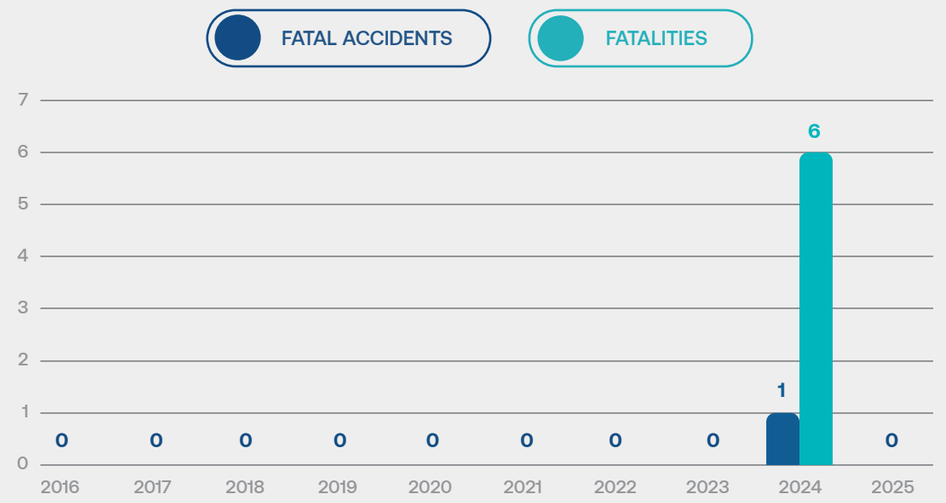
CFIT ACCIDENTS AND ACCIDENT RATE PER MILLION DEPARTURES

Scheduled Commercial flights on airplanes above 5.7t only 2016 - 2025



FATAL ACCIDENTS AND FATALITIES

Scheduled Commercial flights on airplanes above 5.7t only 2016 - 2025



Loss of Control In-flight (LOC-I)

Accidents categorized as LOC-I often have catastrophic results with very few, if any, survivors. Numbers show the LOC-I category representing only about 2% of all accidents during the last 10 years (2016–2025), however it resulted in the highest percentage of fatal accidents (27%) and fatalities (70%). Therefore, there is a high fatality risk associated with these events.

> Loss of Control Inflight (LOC-I) remains one of the key accident categories monitored in global safety performance analyses.

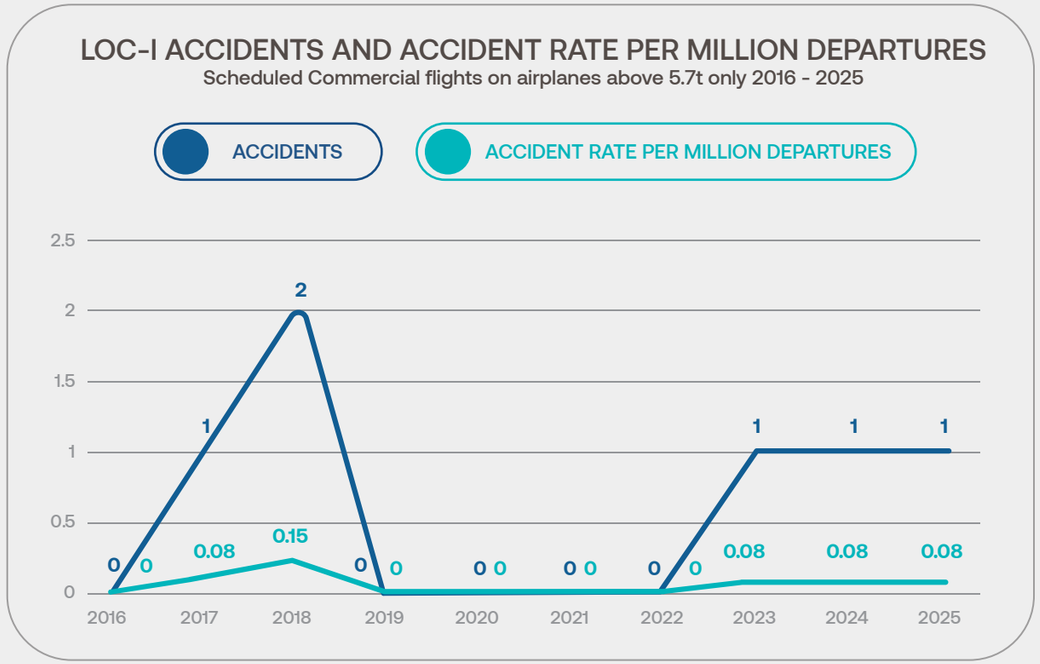
5 YEARS AVERAGE ACCIDENT RATE IS **0.05** IN 2025

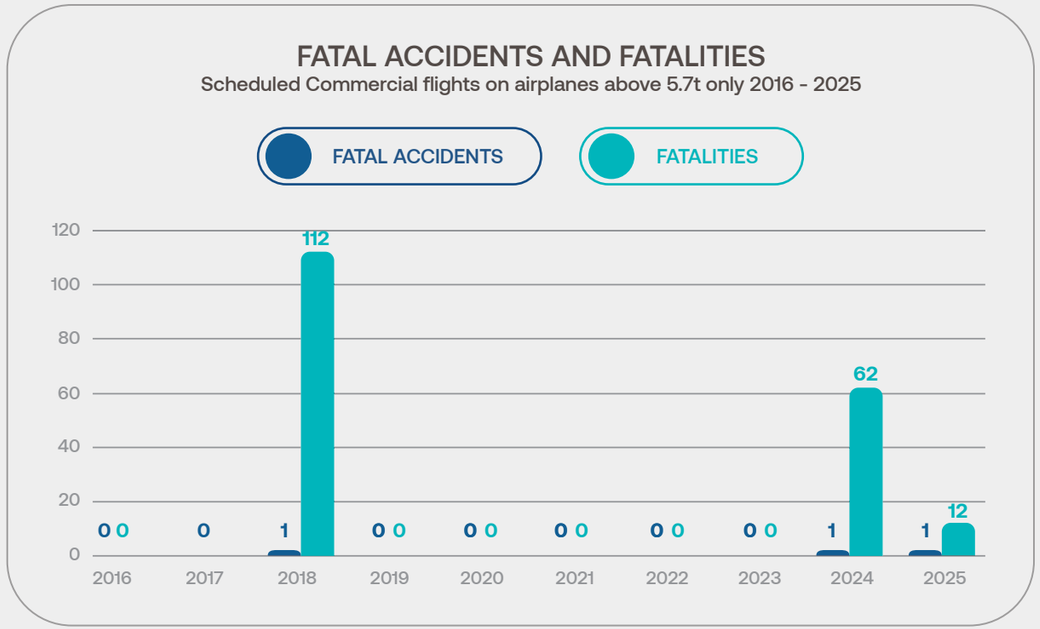
3 ACCIDENTS in the last 5 years

0.08 2025 ACCIDENT RATE (Per million departures)

74 FATALITIES in the last 5 years

Sources: iStars and OVSG





Mid-Air Collision (MAC)

A Mid-Air Collision is an accident where two aircraft encounter each other while both are in flight. It may occur during any phase of flight, including en route, approach, departure, or maneuvering operations. Such events generally result from a failure in aircraft separation, situational awareness, communication, navigation, or air traffic control procedures. The severity of a mid-air collision depends on the relative speed, aircraft type, point of impact, and extent of structural damage.

> One of the most hazardous consequences of a loss of separation between aircraft, including as a result of a level bust, is a mid-air collision.
> - SKYbrary

SIX ACCIDENTS IN THE LAST 10 YEARS

6
ACCIDENTS
registered
since 2016

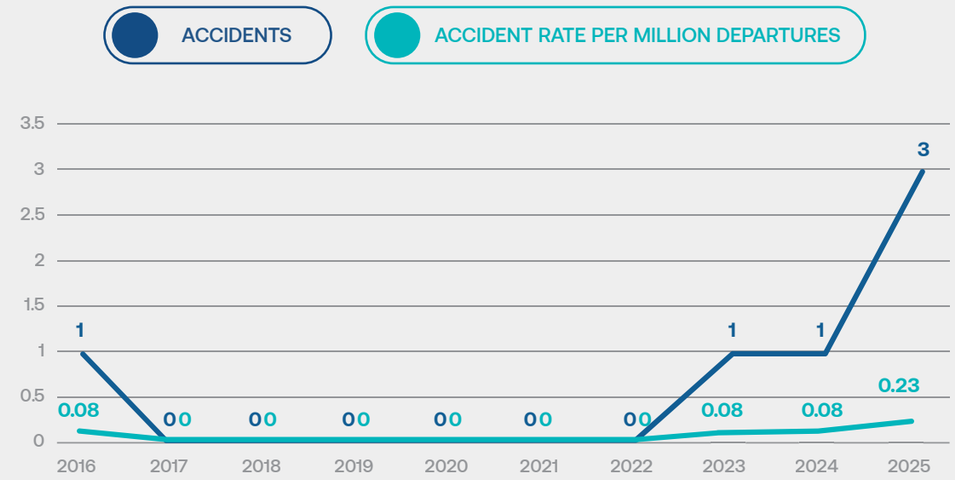
0.23
2025
ACCIDENT RATE
(Per million departures)

67
FATALITIES
registered
since 2016

Sources: iStars and OVSG

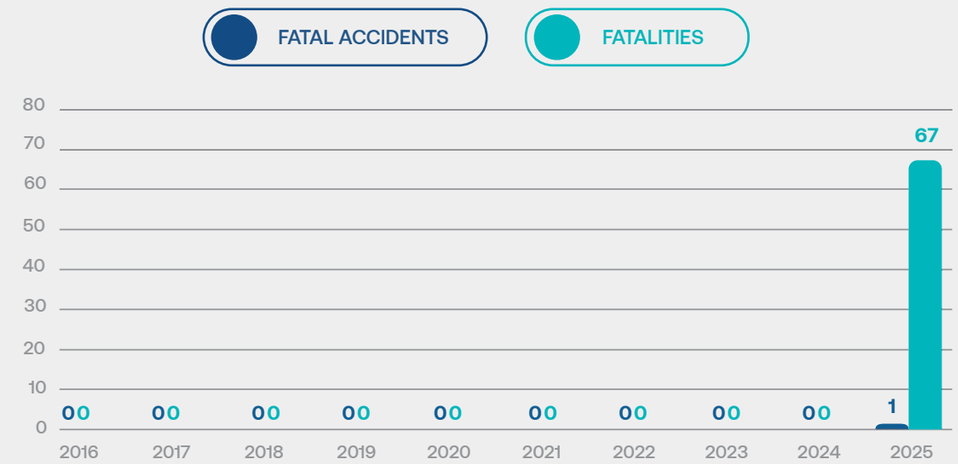
MAC ACCIDENTS AND ACCIDENT RATE PER MILLION DEPARTURES

Scheduled Commercial flights on airplanes above 5.7t only 2016 - 2025



FATAL ACCIDENTS AND FATALITIES

Scheduled Commercial flights on airplanes above 5.7t only 2016 - 2025



Runway Excursion (RE)

A runway excursion is an aviation occurrence in which an aircraft unintentionally departs the designated runway surface during takeoff or landing. It may involve a veer-off from the runway or an overrun beyond its end. Such events can result from factors including adverse weather conditions, runway surface conditions, aircraft performance, operational errors, or braking issues. Investigations typically assess the contributing operational, technical, environmental, and human factors.

> A runway excursion occurs when an aircraft unintentionally leaves the designated runway surface during take-off or landing.
> - SKYbrary

REMAINED AT 0.15
THE LAST YEAR

28
ACCIDENTS
registered since 2016

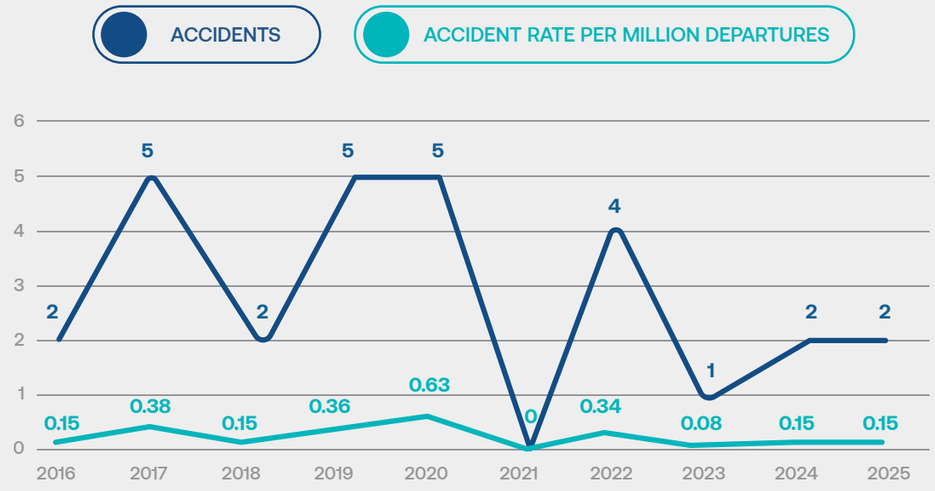
0
FATALITIES
registered since 2020

0.15
ACCIDENT RATE
per million departures in 2025

Sources: iStars and OVSG

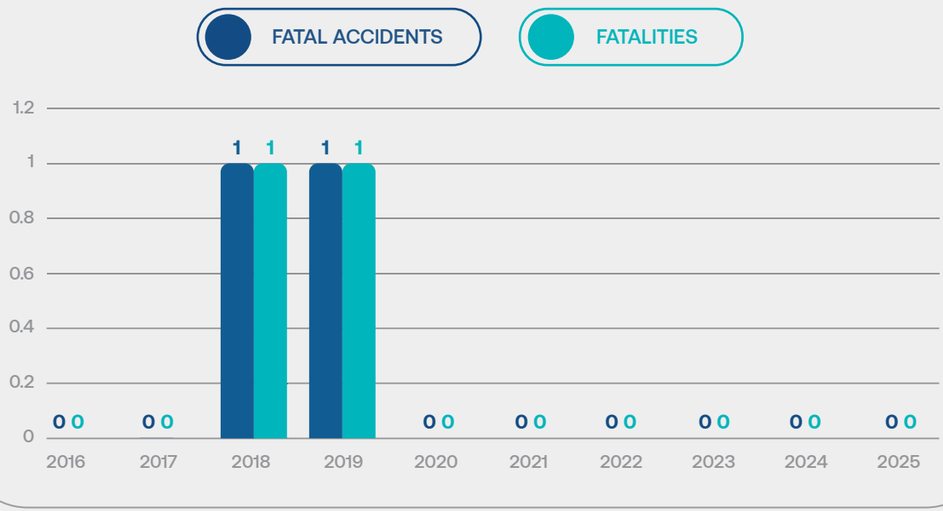
RE ACCIDENTS AND ACCIDENT RATE PER MILLION DEPARTURES

Scheduled Commercial flights on airplanes above 5.7t only 2016 - 2025



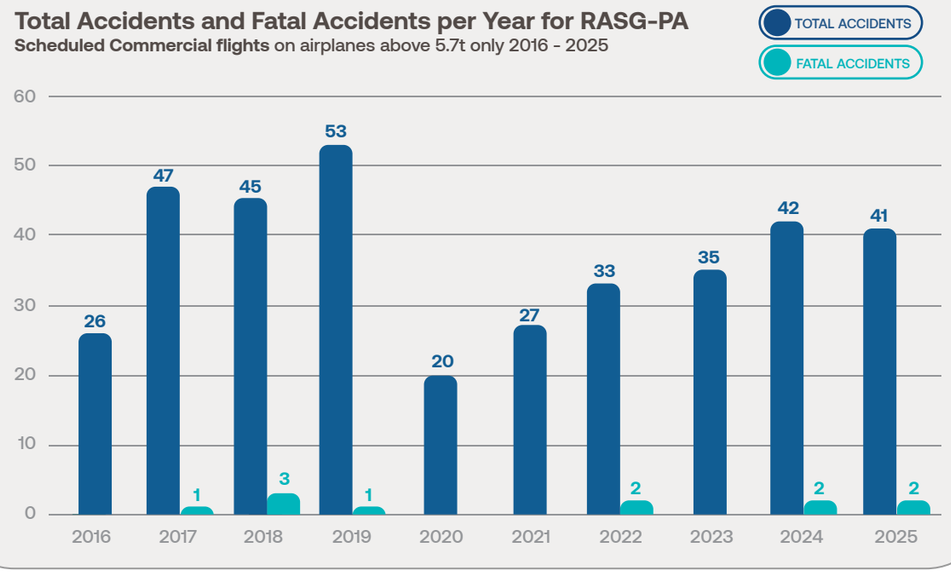
FATAL ACCIDENTS AND FATALITIES

Scheduled Commercial flights on airplanes above 5.7t only 2016 - 2025



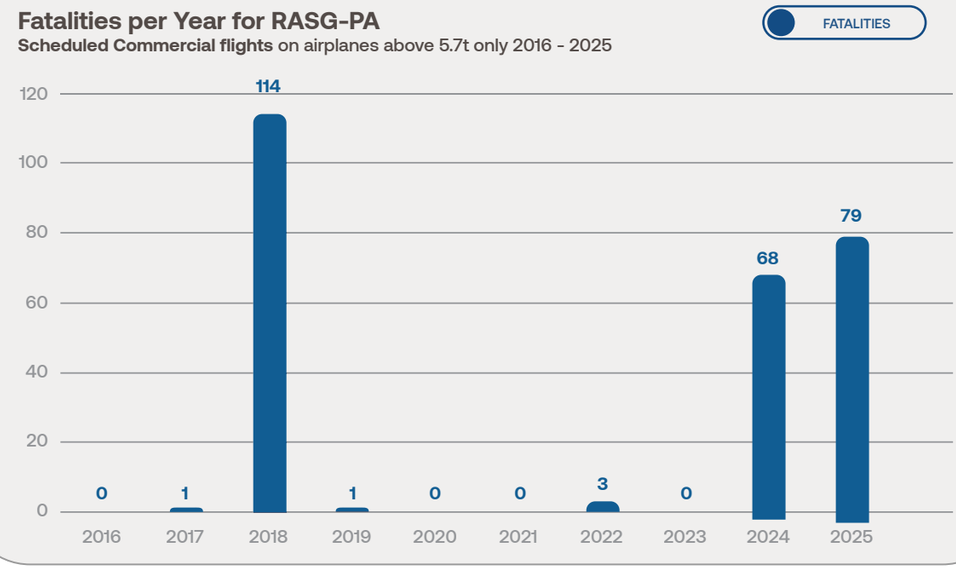
Total Accidents and Fatal Accidents per Year for RASG-PA

Scheduled Commercial flights on airplanes above 5.7t only 2016 - 2025



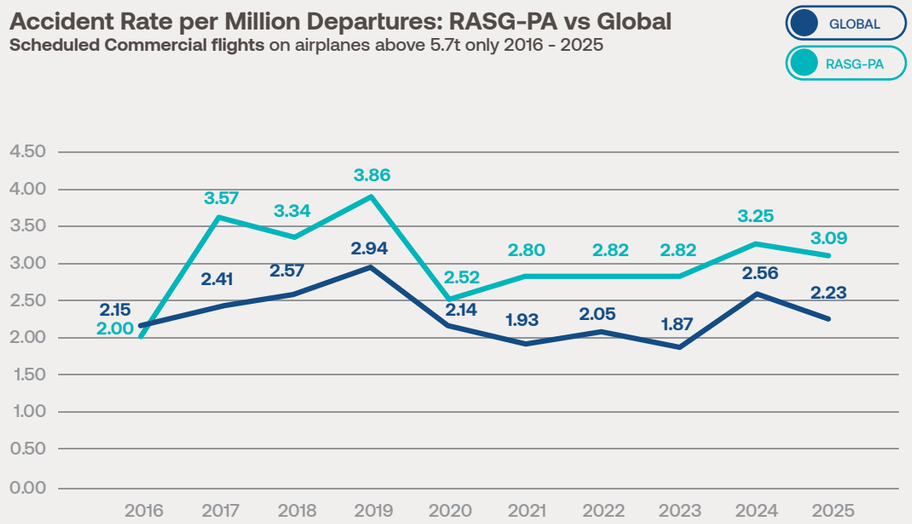
Fatalities per Year for RASG-PA

Scheduled Commercial flights on airplanes above 5.7t only 2016 - 2025



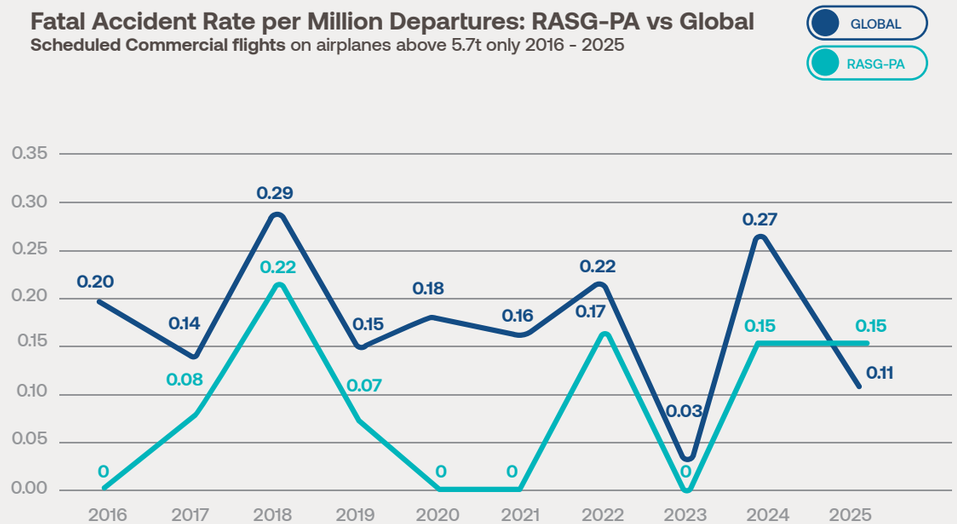
Accident Rate per Million Departures: RASG-PA vs Global

Scheduled Commercial flights on airplanes above 5.7t only 2016 - 2025



Fatal Accident Rate per Million Departures: RASG-PA vs Global

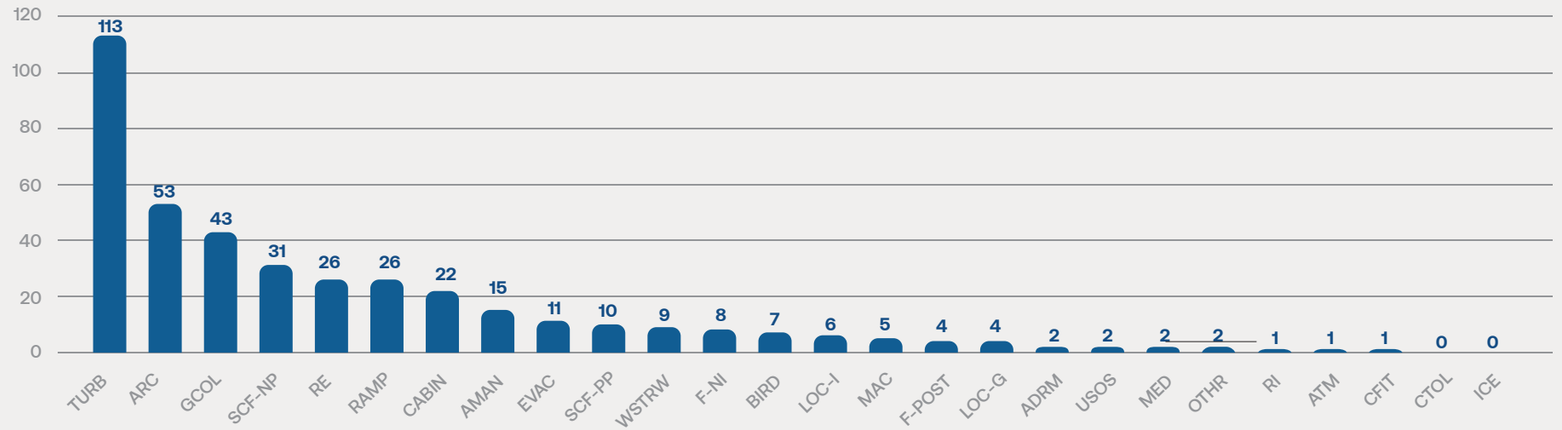
Scheduled Commercial flights on airplanes above 5.7t only 2016 - 2025



Sources: iStars and OVSG

Accidents by occurrence category for RASG-PA

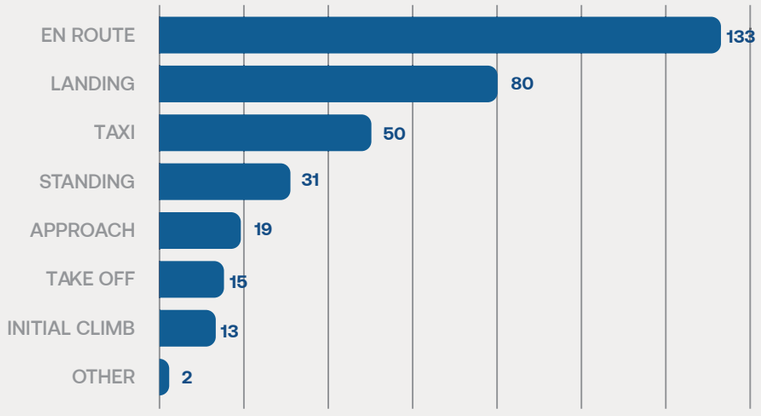
Scheduled Commercial flights on airplanes above 5.7t only from 2017 to 2025



Note: Occurrence category and flight phase data compiled from iSTARS for 2017–2025. An accident may be assigned to more than one occurrence category; category totals therefore exceed the number of accidents (343). Records coded WSTW and OTH in the source have been grouped under the CICTT categories WSTRW and OTHR, respectively.

Accidents by flight phase for RASG-PA

Scheduled Commercial flights on airplanes above 5.7t only from 2017 to 2025



2025 Safety Implementation Dashboard

2025 Accident Data

41

ACCIDENTS

79

FATALITIES

IN 2 FATAL ACCIDENTS

3.09

ACCIDENT RATE*

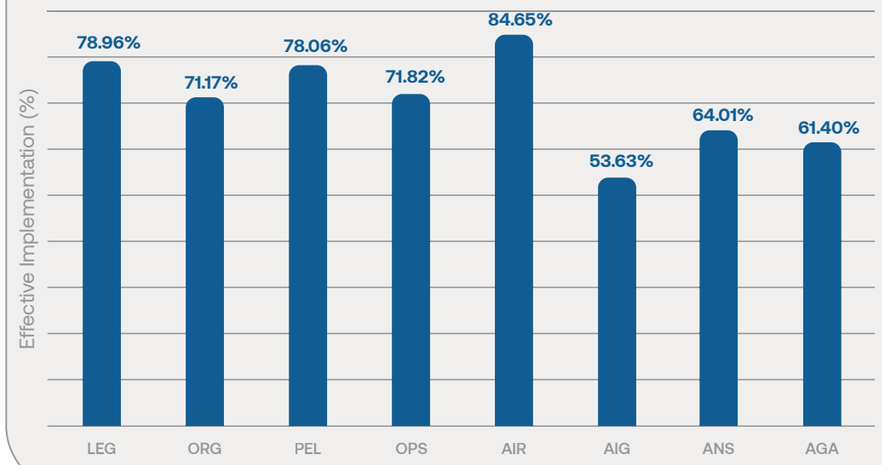
2.23

GLOBAL ACCIDENT RATE*

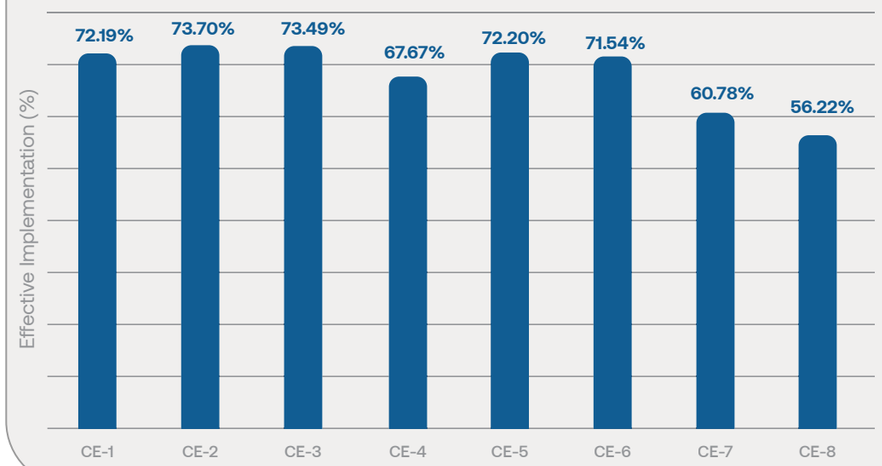
**The rates of 3.09 and 2.23 refer to accidents per 1 million departures.*

Sources: iStars

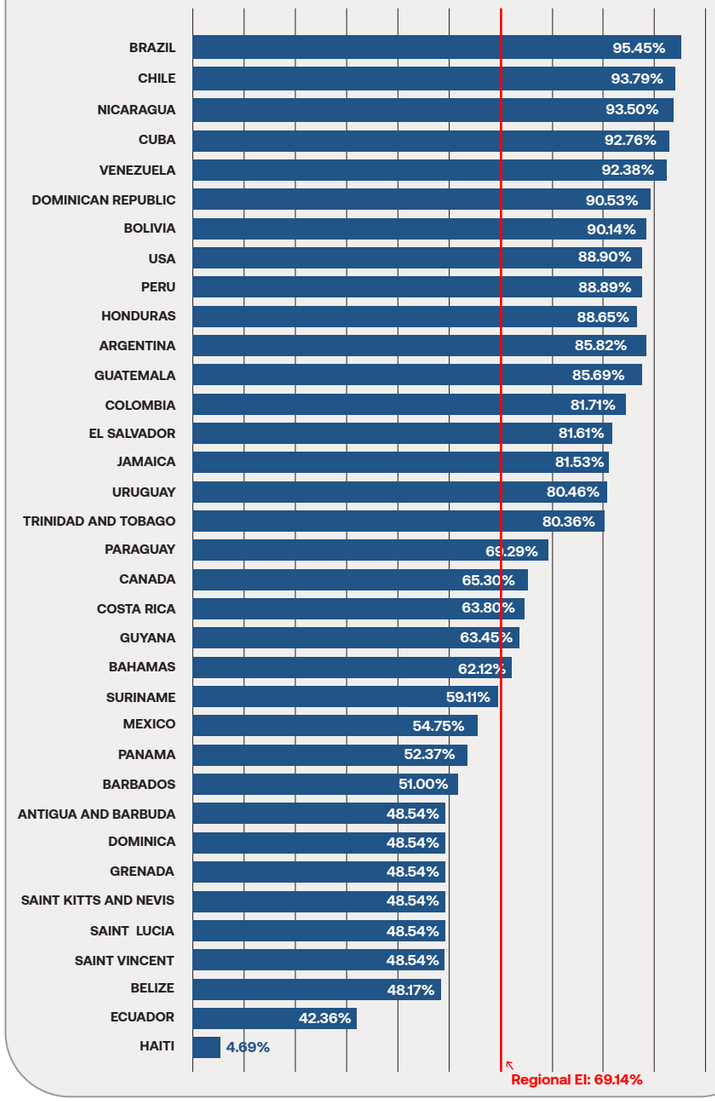
EFFECTIVE IMPLEMENTATION BY AUDIT AREA



EFFECTIVE IMPLEMENTATION BY CRITICAL ELEMENT



EFFECTIVE IMPLEMENTATION BY STATE



Sources: ICAO Online Framework

2025 Safety Deliverables

RSA-07C Mitigations for Controlled Flight Into Terrain

Revised advisory addressing scenarios where TAWS protection may be degraded (e.g., incorrect altimeter settings), aligning guidance with the earlier RSIA-01.

Learn more >>

RSIA-02 Lithium Battery Fires in Passenger Cabin

Issued 1 October 2025, adapted from an APRAST advisory after two notable cabin-fire events in the Asia-Pacific region in Q1 2025.

Learn more >>

RSIA-03A GNSS Interference

Issued 11 November 2025, advising operators on jamming/spoofing events across northern South America and adjacent Caribbean FIRs.

Learn more >>

RSA-12 — Runway Safety (Veer-offs)

New advisory targeting runway veer-off risk factors — surface conditions, aircraft performance, and take-off/landing decision-making.

Learn more >>



Collaboration between States, industry, and regional partners is essential to strengthening safety intelligence and advancing aviation safety across the Pan American Region

- RASG-PA/15

Active and Future Projects

Adverse Weather Project

Adopt B-CAST Bulletin “Operação em Meteorologia Adversa” as an RSA

Estimated RSA publication date: TBD

Risk-Based Surveillance (RBS) Support Programme

Regional effort supporting States in the implementation of risk-based oversight methodologies, aligned with SSP objectives and ICAO safety management principles.

Estimated Delivery date: TBD

Language Proficiency Project

Development and delivery of English training for CAR/SAM air traffic controllers by Embry-Riddle Aeronautical University.

Contract formalization & rollout during 2026

Runway Safety Tracker

Adapt APRAST GAPPRI Tracker

Delivered at PA-RAST/71 (August 2026)

RASG-PA ASAP Initiative

Regional initiative to promote voluntary safety reporting, strengthen Just Culture principles, and enhance safety intelligence through the proactive identification of hazards and precursors to accidents.

Estimated delivery date: RASG-PA/16 (2027)

Availability of all RASG-PA documents in English and Spanish

Annual allocation of resources for document translation

Video on preventing turbulence - related injuries

Available for RASG-PA Members

State Safety Information Sharing Initiative

Pilot project designed to enable the structured exchange of aggregated safety information between States and RASG-PA, supporting enhanced regional safety intelligence and data-driven risk mitigation.

Estimated delivery date: RASG-PA/16 (2027)

Collaborative Safety Team (CST)

Fostering the establishment of new CSTs in the region.

Continuously

Safety Partners Programme

The RASG-PA Safety Partners Programme is a collaborative initiative designed to strengthen the Pan-American Regional Aviation Safety Team (PA-RAST) risk management cycle. Through voluntary participation, industry partners contribute safety intelligence, share operational experience, and validate mitigation measures, ensuring that the work of RASG-PA remains practical, effective, and relevant for the region.

The programme focuses on five core areas:

Risk Identification: Safety Partners support PA-RAST in identifying and prioritising emerging safety concerns, using information drawn from flight data monitoring, safety reports, and operational experience.

Information Exchange: Safety-critical data, lessons learned, and oversight observations are shared in a timely manner, enriching regional safety awareness and strengthening the ability to respond to hazards.

Validation of Safety Products: Partners review and provide feedback on draft Safety Advisories (RSAs) and Safety Issue Alerts (RSIAs), helping ensure recommendations are feasible, clear, and adaptable to different operational contexts.

Engagement and Networking: Safety Partners are invited to PA-RAST meetings, workshops, and conferences, with opportunities to present their top safety priorities and exchange perspectives with States and international organisations.

Joint Safety Events: RASG-PA and its Safety Partners collaborate in selected forums and technical events, enhancing cross-industry cooperation and building shared solutions to pressing safety challenges.

By establishing this framework, the programme fosters trust and mutual benefit. States gain access to real-world safety insights, while industry partners influence the development of measures that directly affect their operations. Together, the RASG-PA Safety Partners Programme is helping to build a sustainable, collaborative platform to address the region's most urgent safety risks.

Current Safety Partners

Avianca

LATAM AIRLINES

AEROMEXICO

JetSMART

Copa Airlines

DELTA

SKY

viva aerobus

AIR CANADA

GOL Linhas aéreas inteligentes

American Airlines

THE ROLE OF ICAO

ICAO plays a crucial role in ensuring the safe, orderly, efficient, and sustainable development of international civil aviation by establishing global standards, facilitating cooperation, and assisting member States in implementing effective aviation practices.

ICAO Assembly Resolution A36-7 recognizes the importance of regional and national plans and initiatives based on the global framework for effective implementation; and that further progress in improving global aviation safety can be achieved through a cooperative, collaborative, and coordinated approach in partnership with all stakeholders under the leadership of ICAO. Under this mandate, the Regional Aviation Safety Group - Pan America (RASG-PA) was created in May 2008, with the objective of developing initiatives for aviation safety, to reduce aviation risks in the Region, promote their implementation by all stakeholders, and improve the harmonization and coordination of efforts.

Following the example of RASG-PA, the ICAO Council approved in May 2010 the creation of equivalent groups in all regions of the world, with the aim of supporting a regional performance framework for the management of safety.

In this context, the ICAO NACC and SAM Regional Offices play a key role of coordination, communication and neutrality among all RASG-PA members and stakeholders, as well as with ICAO Headquarters and the other RASGs.



RASG - PA MEMBER STATES

ANTIGUA & BARBUDA
ARGENTINA
BAHAMAS
BARBADOS
BELIZE
BOLIVIA
EL SALVADOR
ECUADOR
GRENADA
CANADA
CHILE
COLOMBIA
COSTA RICA
CUBA
DOMINICA
JAMAICA
MÉXICO
NICARAGUA
SAINT LUCIA
SAINT VINCENT & THE GRENADINES
SURINAM
TRINIDAD & TOBAGO
UNITED STATES
URUGUAY
BRASIL
DOMINICAN REPUBLIC
HONDURAS
PARAGUAY
PERÚ
VENEZUELA
GUYANA
HAITI
PANAMÁ
GUATEMALA
SAINT KITTS AND NEVIS

RASG - PA MEMBER TERRITORIES

ANGUILLA
ARUBA
BERMUDA
CURACAO
TURKS & CAICOS ISLANDS
MONTSERRAT
CAYMAN ISLANDS
FRENCH ANTILLES
SINT MAARTEN
SABA
SINT EUSTATIUS
BONAIRE
PUERTO RICO
U.S. VIRGIN ISLANDS

COLLAB. CST's

BCAST
Brazilian Commercial Aviation Safety Team
Brazil BCAST

CAG
Canada CAG

PCAST
Peru PCAST

The Commercial Aviation Safety Team
USA CAST

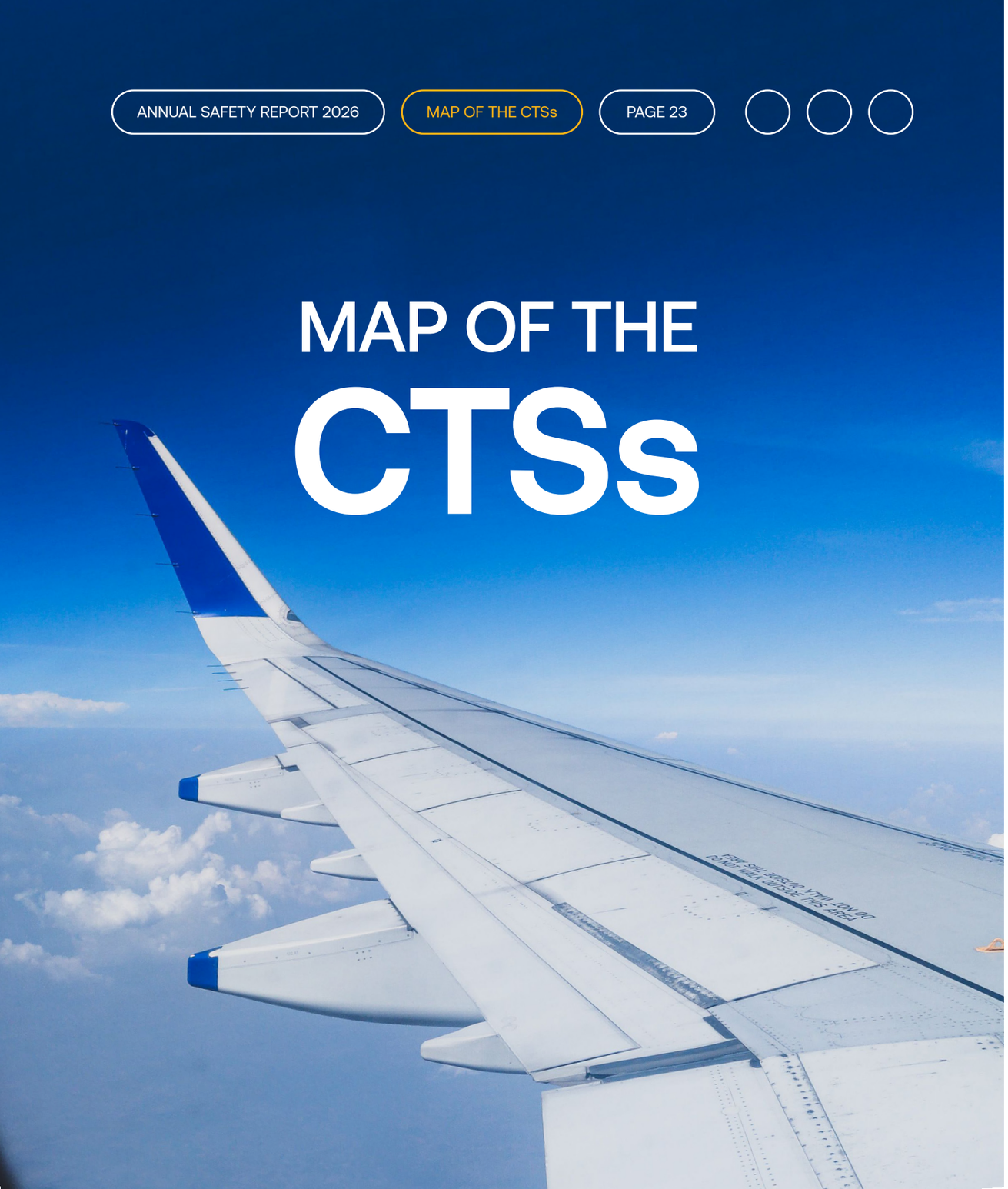
ORGANIZATIONS AND INDUSTRY

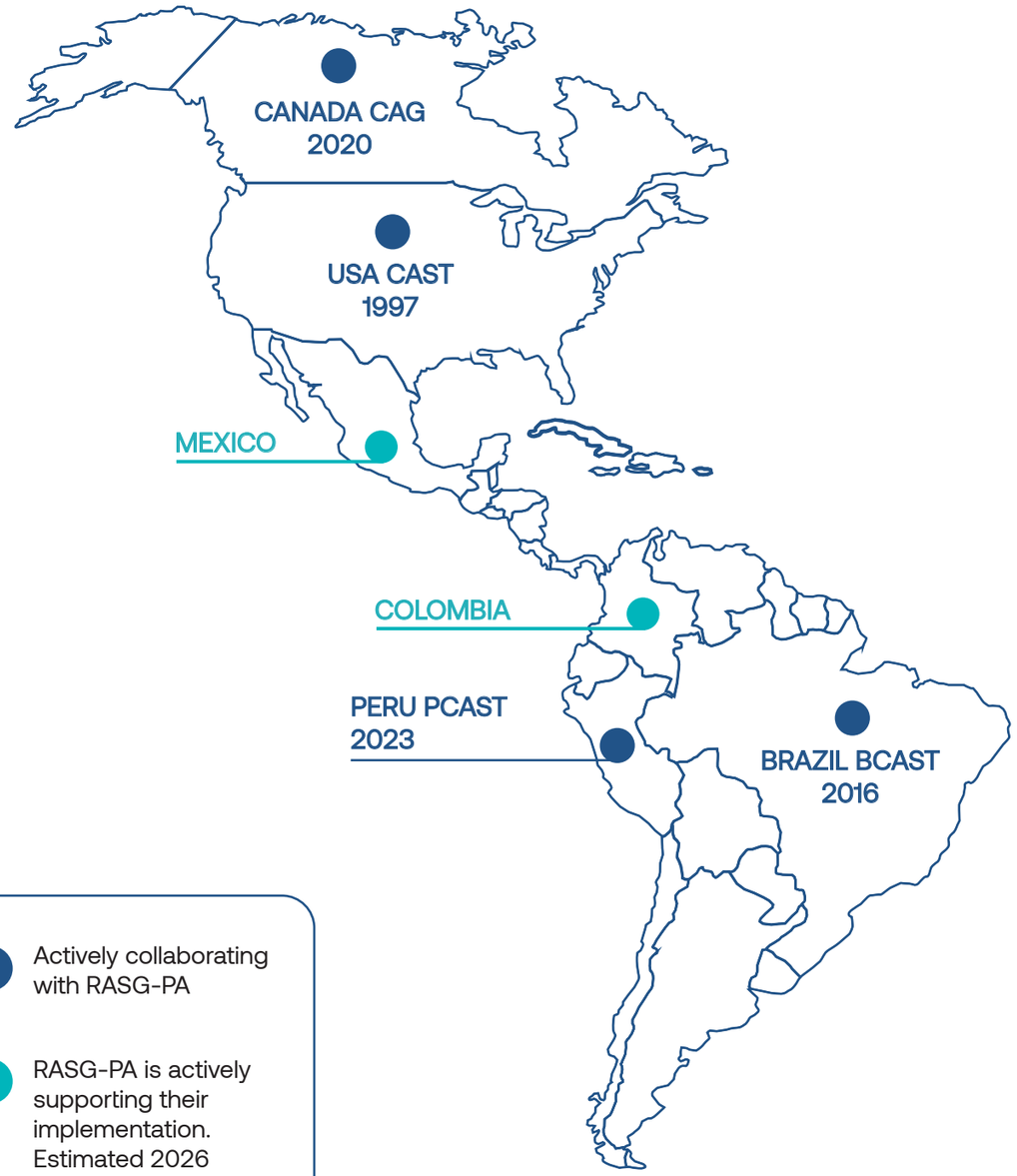
ACI AIRPORTS COUNCIL INTERNATIONAL
EMBRAER
EASA
FLIGHT SAFETY FOUNDATION
IATA
SRVSOP
ATR
COCESNA
BOEING
canso
ALTA
IFALPA
AIRBUS

RASG - PA SAFETY PARTNERS

LATAM AIRLINES
Copa Airlines
Avianca
AIR CANADA
JetSMART
VIVA aerobus
American Airlines
DELTA
SKY
AEROMEXICO
GOL Linhas aéreas inteligentes

MAP OF THE CTSs





- Actively collaborating with RASG-PA
- RASG-PA is actively supporting their implementation. Estimated 2026

Evolution of GASP implementation in Pan America

RASG-PA continues to monitor the implementation of GASP objectives through a set of regional indicators covering safety oversight, safety management, safety planning, information sharing, aerodrome safety, and air navigation services. While progress has been achieved in several areas, recent analyses identified stagnation in selected indicators, reinforcing the need for enhanced monitoring, targeted implementation support, and stronger State-industry collaboration.

GASP Goals	RASG-PA indicator	Value 2021	Value 2022	Value 2023	Value 2024	Value 2025
Continue with the downward trend in the accident rate	Accident rate for the last 5 years	3.22	3.07	2.96	2.84	2.96
	Accident rate	2.80	2.97	2.82	3.25	3.09
	Number of fatal accidents	0	2	0	2	2
	Fatal Accident Rate	0	0.17	0	0.15	0.15
	Risk of fatality	0.23	0.11	0.03	0.08	0.07
Effective implementation (EI) of States reaches 75% by 2024	Effective implementation	72.16	71.7	70.37	69.83	69.14
	Percentage of States with effective implementation greater than 75%	72.2	65.56	52.94	48.57	48.57
By 2023, all States establish the foundation for an SSP	Average of implementation of the SSP foundation	70.44	79.6	74.8	72.74	*
	SSP Establishment Average	31.73	28.55	54.35	54.8	40.57**
By 2024, all States publish a National Aviation Safety Plan (NASP)	Percentage of the States that have published their National Safety Plan	43.32	75.53	73.53	73	60%
Keep a growing trend in the industry´s contribution to States and regions in terms of safety information exchange networks	Number of IOSA operators	81	78	77	78	80
By 2025, maintain an increasing trend of States with air navigation and aerodrome infrastructure that meets relevant ICAO standards.	Effective Implementation in AGA	63.89	64.38	61.5	62.67	61.40
	Effective Implementation in ANS	67.68	66.96	65.33	63.79	64.01
	Percentage of certified aerodromes	53.14	58.85	60.43	60.43	67.07***
	Percentage of aerodromes with Runway Safety Team (RST)	46.54	45.67	54.15	54.14	59.44***

* This indicator was discontinued in iStars
** The observed decrease in the 2025 value reflects a change in measurement methodology, rather than an actual decrease in implementation
*** Excludes Canada and United States
Goals as per the 2023–2025 edition of the GASP. The 2026–2028 edition (in effect from 2026) introduces revised goals and targets; the indicator set will be updated in the next edition of this report.





LIST OF ACCIDENTS 2025

Commercial Operations involving airplanes with MTOW over 5700 kg

Local Date	State/Area	AC Make Model	Occ category	Flight Phase	Highest damage	Injury Level	Total Fatalities
02/01/2025	United States	BOMBARDIER INC CL-600-2B19	BIRD	en-route	Substantial	None	0
08/01/2025	United States	BOEING 787 9	TURB	en-route	None	Serious	0
09/01/2025	United States	BOEING 767 300	ARC	landing	Substantial	None	0
10/01/2025	United States	BOEING 757-300	EVAC; SCF-PP; F-NI	take off	Minor	Serious	0
29/01/2025	United States	BOMBARDIER INC CL-600-2C10; SIKORSKY UH60	MAC	approach, en-route	Destroyed	Fatal	67
31/01/2025	United States	LEARJET 55	UNK	take off	Destroyed	Fatal	7
01/02/2025	United States	BOMBARDIER INC CL-600-2B19	GCOL	taxi	Substantial	Serious	0
03/02/2025	Canada	BOEING 737 MAX 8	RAMP	push back	Substantial	None	0
05/02/2025	United States	BOEING 737-832; BOEING 787-9	GCOL	standing; taxi	Substantial	None	0
13/02/2025	United States	BOEING 737-7H4	TURB	en-route	None	Serious	0
17/02/2025	Canada	MHI RJ AVIATION CL-600-2D24	ARC	landing	Destroyed	Serious	0
02/03/2025	United States	BOEING 737-8	TURB; CABIN	en-route	None	Serious	0
04/03/2025	Peru	JETSTREAM 3100	SCF-NP; RE	landing	Destroyed	None	0
13/03/2025	United States	BOEING 737-823	F-NI; SCF-PP; EVAC	standing	Substantial	Minor	0
17/03/2025	Honduras	BAE JETSTREAM3100 3200	SCF-PP; LOC-I	take off	Destroyed	Fatal	12
10/04/2025	Mexico	GULFSTREAM GV	USOS	landing	Substantial	Minor	0
15/04/2025	United States	AIRBUS A321-271NX	ARC	landing	Substantial	None	0
17/04/2025	United States	BOEING 737-700	EVAC; SCF-PP	standing	None	Serious	0
20/04/2025	United States	BOEING 737-7H4	TURB	en-route	None	Serious	0
02/05/2025	United States	BOEING 737-700	WSTRW	en-route	Substantial	None	0
16/05/2025	Panama	FOKKER 50	RE	landing	Destroyed	Minor	0
08/06/2025	United States	BOEING 737 MAX 8	AMAN	taxi	None	Serious	0
11/06/2025	United States	SHORT BROS SD3-60	ARC	landing	Substantial	None	0
14/06/2025	United States	BOEING 737-7H4	TURB	en-route	None	Serious	0
15/06/2025	United States	BOEING 737-924ER	TURB	en-route	None	Serious	0
18/06/2025	United States	BOEING 737-8H4	TURB	en-route	None	Serious	0
22/06/2025	United States	AIRBUS INDUSTRIE A321-211	TURB	en-route	None	Serious	0
22/06/2025	United States	AIRBUS A320 200 232	TURB	en-route	None	Serious	0
02/07/2025	United States	BOEING 737-924ER	ARC	landing	Substantial	None	0
12/07/2025	United States	AIRBUS A320-251N	ARC	landing	Substantial	None	0
14/07/2025	United States	EMBRAER ERJ 175 LR	ARC	landing	Substantial	None	0
17/07/2025	United States	BOMBARDIER INC CL-600-2D24	TURB	en-route	None	Serious	0
18/07/2025	United States	BOEING 787-10; AIRBUS CANADA LP BD-500-1A11	GCOL	taxi; standing	Minor; Substantial	Minor	0
18/07/2025	United States	AIRBUS INDUSTRIE A319-131	RAMP	standing	None	Serious	0
21/07/2025	United States	EMBRAER ERJ 170-200 LR	TURB	en-route	None	Serious	0
26/07/2025	United States	BOEING 737-8	SCF-NP; F-NI	take off	Substantial	None	0
30/07/2025	United States	AIRBUS A330 900	TURB	en-route	Minor	Serious	0
05/08/2025	United States	BEECH 300	LOC-I	approach	Destroyed	Fatal	4
23/08/2025	United States	MCDONNELL DOUGLAS AIRCRAFT CO MD 83	TURB	en-route	None	Serious	0
28/08/2025	United States	EMBRAER ERJ 175LR	TURB	en-route	None	Serious	0
28/08/2025	United States	AIRBUS INDUSTRIE A320-212	MAC; AMAN	en-route	None	Serious	0
31/08/2025	United States	AIRBUS CANADA BD500	EVAC	standing	None	Serious	0
07/09/2025	Sint Maarten	BOEING 737 800 8CT	SCF-NP; EVAC	landing	Substantial	Minor	0
12/09/2025	United States	BOEING 737-2H4	TURB	en-route	None	Serious	0
15/09/2025	Bahamas	DOUGLAS DC-3	RE	take off	Substantial	None	0
17/09/2025	United States	CESSNA 750	SCF-NP	take off	Substantial	None	0
30/09/2025	United States	AIRBUS A321	TURB	en-route	None	Serious	0
01/10/2025	United States	BOMBARDIER INC CL-600-2D24; BOMBARDIER INC CL-600-2D24	GCOL	taxi; taxi	Substantial		0
16/10/2025	United States	BOEING 737 8	MAC	en-route	Substantial	Minor	0
04/11/2025	United States	MCDONNELL DOUGLAS MD-11F	SCF-NP	take off	Destroyed	Fatal	14
17/11/2025	Canada	BOEING 737-200	SCF-NP	landing	Substantial	None	0
29/11/2025	United States	EMBRAER ERJ 175 LR; AIRBUS A320-232	GCOL	taxi; taxi	Substantial; Minor	None	0
09/12/2025	Canada	CESSNA 525B	RAMP	standing	Substantial	None	0
12/12/2025	Colombia	BOEING 727 200 227	SCF-NP; ARC	landing	Substantial	None	0
15/12/2025	Mexico	CESSNA 650 CITATION III	LOC-I	approach	Destroyed	Fatal	10

EDITION 2026

RASG - PA
ANNUAL SAFETY REPORT