



ANNUAL SAFETY REPORT

2025



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

- RASG-PA vision

DISCLAIMER

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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.

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PA* : Pan America
Refers to all American countries: North, Central and South. "Pan-" from Greek means "all"

TAKEAWAYS & RECOMMENDATIONS

As we reflect on the year’s performance, it’s clear that while significant progress has been made, there are areas that require sustained attention. Turbulence remains a prevalent issue, and we must remain vigilant in monitoring precursor events to mitigate risks early. The success of collaborative efforts, such as the RASG-PA Safety Partners program, demonstrates the power of working together, but continued commitment

is needed to fully leverage these initiatives. As we look ahead, it’s crucial to strengthen State Safety Programs and risk management frameworks to maintain momentum and drive further improvements. The recommendations provided will guide us in addressing these challenges head-on and ensuring a safer future for aviation in the region.

Effective Implementation

The need for stronger implementation of safety initiatives remains clear. Findings from recent audits and accident investigations reveal gaps in applying agreed safety measures across several States. Collaborative Safety Teams (CSTs) and RASG-PA programs have proven effective in supporting States and operators, yet broader participation and alignment are needed to fully realize their potential. By pooling expertise, streamlining processes, and ensuring consistent application of best practices, we can accelerate the achievement of safety objectives and strengthen operational resilience across the region.

Adverse Weather

Adverse weather remains a leading factor in aviation incidents across the Pan American region and has shown an upward trend in recent years, intensified by the effects of climate change. This evolving risk highlights the need to enhance predictive capabilities and adopt more advanced mitigation strategies. Tools developed within RASG-PA are now more widely available, supporting better decision-making and operational preparedness. To maximize their effectiveness, States, service providers, and airlines must continue to exchange information and apply harmonized solutions. Through coordinated action, we can better understand turbulence-related hazards and ensure robust defences against this growing safety challenge.

Collaboration

Collaboration continues to be the foundation of RASG-PA’s most significant safety achievements. The growth of Collaborative Safety Teams has brought regulators, industry, and service providers together to develop practical solutions to shared challenges. This approach has enabled more effective data sharing, fostered a culture of transparency, and strengthened trust among stakeholders. The success of the Safety Partners Program further illustrates how joint action can drive measurable improvements in operational safety. By sustaining this collaborative momentum, we are building a stronger, more united safety culture — one where collective responsibility leads to lasting progress.

Risk Management & SSP

Many States continue to face difficulties implementing their State Safety Programs (SSPs) effectively, limiting their ability to address emerging safety risks. Monitoring under the Global Aviation Safety Plan (GASP) shows that progress has been uneven, with some States lacking the resources or tools to manage risk proactively. Addressing this challenge requires simpler, more data-driven approaches supported by ICAO and RASG-PA guidance. By adopting integrated methods and leveraging shared resources, States can improve their capacity to identify hazards, prioritize mitigation strategies, and achieve measurable safety improvements, sustaining safer operations across Pan America.

Vigilance in a Changing Workforce

While global air traffic in 2024 surpassed 2019 levels, the commercial aviation industry’s workforce is not the same as it was pre-pandemic. Segments of the workforce, including many experienced pilots, airline employees, technicians, and other professionals in various aviation sectors took early retirement, did not return, or were laid off, resulting in a considerable loss of institutional knowledge and experience. This systemic change is compounded by departures from an aging demographic of pilots and air traffic controllers. Concurrently, industry faces an ongoing pilot shortage in certain regions and a lack of experienced technicians and air traffic controllers to meet growing demand. All these conditions have the potential to introduce new hazards in the aviation system, which requires enhanced vigilance from aviation professionals to ensure to proactively identify emerging unsafe conditions and ensure that safety management processes are functioning effectively.

“ THE POWER OF
WORKING TOGETHER”

HOW WE DRIVE SAFETY IMPACT

RASG-PA advances aviation safety in the Pan America Region through an integrated, collaborative, and data-driven strategy. Our work focuses on supporting the GASP, strengthening safety culture, and addressing operational risks proactively in partnership with States and industry.



Information & Analysis

Collect, interpret, and share safety information to guide smarter decision-making.



Partnership

Promote cooperation between States, operators, and industry groups to build shared solutions.



Strengthening Resilience

Work collectively to reinforce defenses, reduce vulnerabilities, and enhance operational resilience



Risk Reduction Initiatives

Develop and implement targeted actions that lower the likelihood of high-risk events.



Knowledge Sharing

Build networks and platforms that spread proven practices and innovative approaches



Safety Communication

Ensure timely, transparent sharing of safety concerns, findings, and mitigations.





ALL IN ONE PAGE

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

	2010	2011	2013	2014
2015	2016	2017	2018	2019
2020	2021	2022	2023	2024

CST Implementation Guidance

[Regional Aviation Safety Team - Pan America RASG-PA](#)
[Read information →](#)

RASG-PA Safety Alerts

[RSIA-01 Wrong Altimeter Setting](#)
[Read information →](#)

RASG-PA Safety Advisories

[RSA-06 Key Safety Areas to Watch](#)
[Read information →](#)

[RSA-07C Mitigations for Controlled Flight Into Terrain](#)
[Read information →](#)

[RSA-08 Compatibility Issues Between Required Landing Performance and Touchdown Zone Definition](#)
[Read information →](#)

[RSA-09 Mode Awareness and Energy State Management Aspects of Flight Deck Automation](#)
[Read information →](#)

[RSA-10 Manual Flight Operations 10B](#)
[Read information →](#)

[RSA11 - Use of the traffic collision avoidance system \(TCAS\)](#)
[Read information →](#)

[RSA12 – Runway Excursion/Veer-off Prevention](#)
[Read information →](#)

Turbulence Toolkit

[The RASG-PA Turbulence ToolBox](#)
[Read information →](#)

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<https://www.linkedin.com/company/rasg-pa>



JULIO SIU
ICAO Deputy Regional Director NACC

“As we move forward, let us reaffirm our commitment to the principles that guide RASG-PA: collaboration, transparency, inclusivity, and shared responsibility.”

REGIONAL SAFETY COLLABORATION

Coming from difficult times in the recovery of aviation since the COVID-19 pandemic, these recent past years had been a good reflection on how aviation in the Americas has retaken its positive growth trend, underscoring the resilience and dynamism of the Pan American aviation sector, with Latin America leading the global recovery and North America continuing to expand through strong domestic and outbound international demand. As such, I want to highlight a fundamental truth: regional collaboration is not just a strategy, it is the cornerstone of sustainable safety solutions. In a region as diverse and dynamic as ours, with varying levels of infrastructure, regulatory maturity, and operational complexity, the challenges we face are multifaceted. Yet, despite these differences, we are united by a common goal: to ensure that every flight, every passenger, and every crew member travels safely. This goal cannot be achieved in isolation. It demands cooperation, coordination, and a collective vision. Over the past year, RASG-PA has continued to demonstrate the power of regional collaboration. Through our joint efforts—between States, industry stakeholders, regional organizations, and international partners—we have made meaningful progress in identifying risks, sharing data, and implementing targeted mitigation strategies. The Annual Safety Report reflects this progress, but more importantly, it reflects the spirit of partnership that drives it. One of the most impactful examples of this collaboration is the Data-Driven Approach to Safety supported greatly by the RASG/PA Safety Partners. By pooling safety data from across the region, we have been able to identify emerging trends and proactively address them. This shared intelligence has allowed us to move from reactive to predictive safety management, a shift that is only possible through

trust and transparency among our partners. This has impacted strongly the success of RASG-PA’s data-driven, performance-based safety initiatives. Another key achievement has been the strengthening of our Safety Enhancement Teams (SETs). These multidisciplinary groups bring together experts from across the region to develop practical, scalable solutions to specific safety challenges. Whether addressing runway excursions, loss of control in-flight, or controlled flight into terrain, the SETs exemplify how regional expertise can be harnessed to create globally relevant solutions. The Collaborative Safety Team (CST) has also demonstrated to be a key initiative supported by RASG-PA to enhance aviation safety through State-industry collaboration or regional safety partnership in the Pan American region. But collaboration is not just about working together, it’s about building capacity. Through joint training programs, workshops, and peer-to-peer exchanges, we are empowering States and organizations to take ownership of safety initiatives. This capacity building ensures that safety improvements are not only implemented but sustained over time. Under this framework, we must also recognize the role of regional safety oversight organizations (RSOOs), such as CASSOS, ACSA, and SRVSOP, in harmonizing standards and promoting best practices. Their work in supporting States with limited resources is a testament to the power of solidarity in aviation safety. When one State strengthens its oversight capabilities, the entire region benefits. Similarly, this is the case for the Regional Accident Investigation Organizations (RAIOs) as regional mechanisms for enhancing Safety AIG efficiency.

Looking ahead, our focus must remain on sustainability. Sustainable safety solutions are those that are resilient, adaptable, and inclusive. They must be designed not only to address today’s risks but also to anticipate tomorrow’s challenges. This means embracing innovation, integrating environmental considerations, and ensuring that safety remains a priority even in times of economic or political uncertainty. To achieve this, we must continue to foster a culture of collaboration. The Pan American region has already shown that when we work together, we can achieve remarkable results. But there is still much to be done. As we move forward, let us reaffirm our commitment to the principles that guide RASG-PA: collaboration, transparency, inclusivity, and shared responsibility. Let us continue to build bridges between States, between sectors, and between generations of aviation professionals. And let us never forget that behind every safety statistic is a human life that depends on our collective vigilance and dedication. All of this is included in ICAO’s long-term vision for aviation safety and sustainability, deeply rooted in regional collaboration. As traffic continues to grow and new challenges emerge, regional mechanisms like RASG-PA will be essential to maintaining safety, building resilience, and ensuring that the benefits of aviation are equitably distributed across all States. States, industry and all aviation stakeholders are urged to continue this active participation and joint work under this regional collaboration scheme for the benefit of our States and the region’s aviation. Let us continue this journey—united in purpose, and unwavering in our commitment to safety. Thank you.

THE STRENGTH OF PARTNERSHIP



In conclusion, the collective commitment to collaboration is not only essential but transformative — enabling us to anticipate risks, act proactively, and safeguard the skies for all.”

Collaborative Safety Teams (CSTs) remain at the heart of the Pan American region’s aviation safety strategy. Over the past year, they have evolved into vibrant platforms for sharing critical safety data, exchanging operational insights, and fostering a deeper culture of trust between States, operators, and industry stakeholders. By uniting around a shared vision and combining expertise across borders, CSTs have accelerated the implementation of safety measures and encouraged innovative solutions to address emerging risks such as turbulence, runway excursions, unstable approaches, and adverse weather. Together, we are shaping a stronger and more resilient aviation system built on transparency, inclusion, and collective responsibility

Advancing Aviation Safety Through CSTs

The Regional Aviation Safety Group – Pan America (RASG-PA) continues to strengthen aviation safety through CSTs, which unite States, operators, and industry in a common mission. In 2024, progress was seen with the PCAST in Peru, which remains active and focused on the transition to Lima’s new airport, while Brazil’s BCAST launched new working groups on turbulence, training, and human factors. There has also been interest in expanding the CST approach in other States of the region, including Chile and Mexico. These efforts reflect a shared commitment to proactive risk management and collective safety improvements.

A Unified Vision for Safer Decisions

CSTs promote open dialogue and inclusive decision-making, ensuring every participant has a voice. Recent discussions have focused on improving accident analysis, learning from global data, and developing tools to assess vulnerabilities and strengthen defences against recurrent risks. By working together, stakeholders are better prepared to anticipate challenges and implement effective solutions.

Strengthening Trust Through Shared Commitment

Trust is at the core of RASG-PA’s approach. CST forums provide a neutral platform where sensitive safety data is shared openly, enabling collective responses to systemic challenges. Recent advances include closer integration with the Safety Partners Program, expanded use of ASIAS data, and contributions to of the Global Action Plan for the Prevention of Runway Incursions (GAPPRI), all supporting safer operations across the region.

Fostering a Culture of Safety and Inclusion

CSTs show how States and industry can work side – by – side to identify risks and put practical defences in place. Where established, they have improved data sharing, strengthened trust and accelerated safety solutions. Expanding this model across more Pan American States will multiply these benefits and build a stronger regional safety culture.

Shaping a Safer Future Together

The progress achieved this year demonstrates the power of collaboration. From harmonizing diagnostic tools to enhancing data-sharing and training, RASG-PA and its partners are shaping a safer aviation landscape. Together, we continue to transform challenges into opportunities and build a future defined by trust, transparency, and shared responsibility.

Collaboration as a Catalyst for Change

Working in isolation limits progress, but collaboration unlocks new possibilities. By bringing together States, operators, and industry partners, CSTs drive innovation and enhance safety across the region. Sharing knowledge, experience, and resources allows us to tackle complex challenges collectively and achieve results that would be impossible alone. This united approach enriches decision-making, builds mutual trust, and reinforces our shared responsibility for a safer aviation system.



2024 SAFETY DATA





2024 IN REVIEW

	PAN AMERICAN DOMICILED AIRLINES	TRAFFIC TO/FROM PAN AMERICAN
TOTAL DEPARTURES	12,845,429	13,390,360
PASSENGER LOAD FACTOR	80%	80.4%
TOTAL SEAT CAPACITY	1,764,319,286	1,910,246,940
TOTAL PASSENGERS	1,411,217,711	1,535,084,691
DOMESTIC PASSENGERS	1,148,054,020	1,150,623,847
INTERNATIONAL PASSENGERS	263,163,691	348,451,845
YEAR-ON-YEAR TOTAL PASSENGER GROWTH	+5.1%	+5.4%
AIRLINES	159	264
CITY PAIRS	8,376	8,9425
PAX RECOVERY FROM COVID	7.9%	5.1%
SHARE OF GLOBAL TRAFFIC	30.1%	32.7%
TOTAL FLEET (IN SERVICE & IN STORAGE)	13,319	-
SCHEDULE DELIVERIES BY 2030	4,400	-



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

Controlled Flights 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.



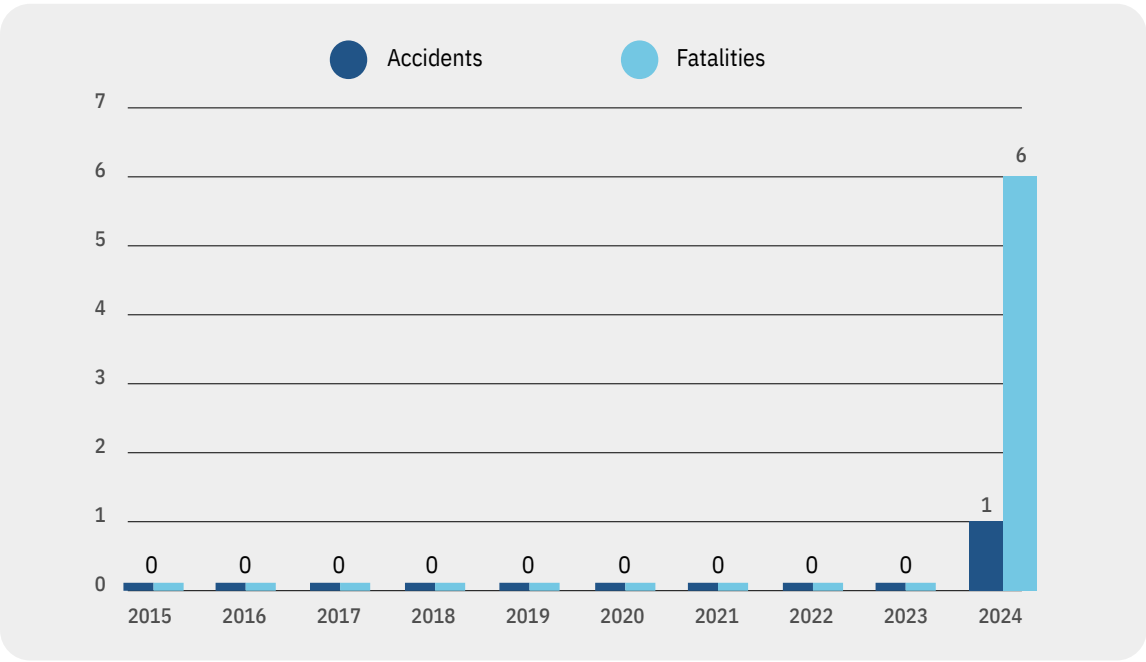
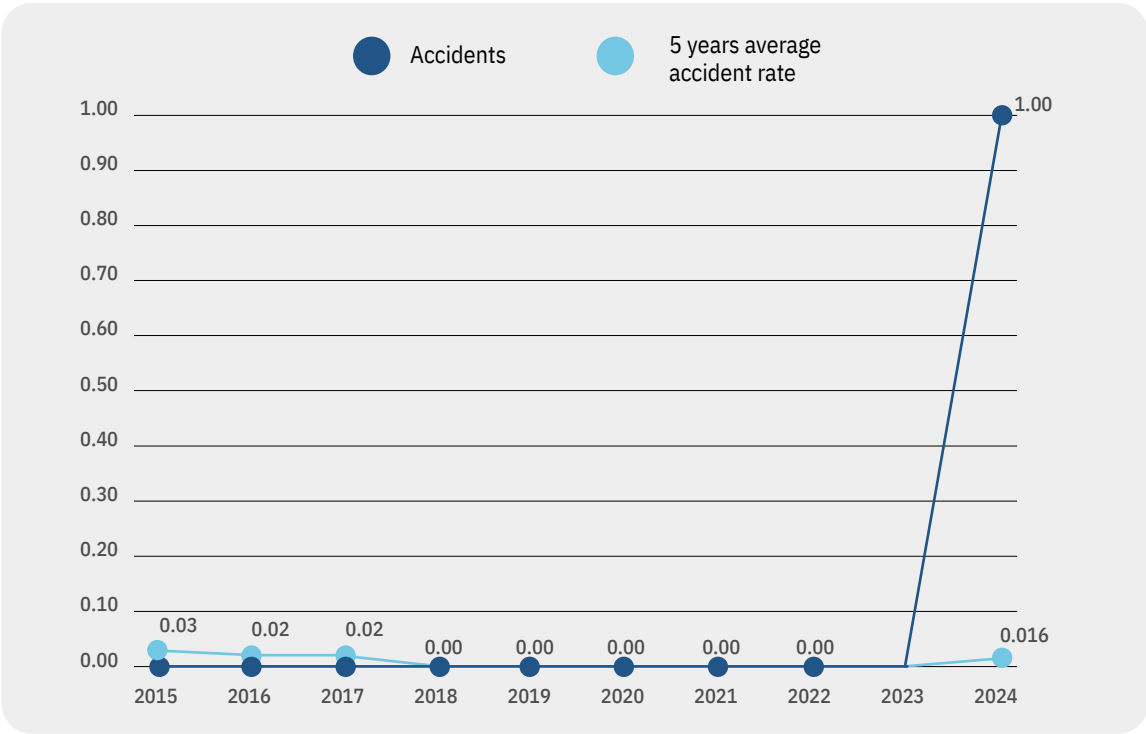
ONE
ACCIDENT
IN THE LASTS TEN YEARS

1 ACCIDENTS
on the last 10 years

0.08 ACCIDENT RATE
since 2018 until today

6 FATALITIES
ON BOARD
on the last 10 years

0.016 5 YEAR AVERAGE
ACCIDENT RATE
since 2018 until today



Loss of Control In-flight (LOC-I)

Accidents categorized as LOC-I often have catastrophic results with very few, if any, survivors. In order to demonstrate that, the industry numbers show the LOC-I category representing only 7% of all accidents during the last 10 years (2013-2022). However, it resulted in the highest percentage of fatal accidents (49%) and fatalities (57%). Therefore, there is a high fatality risk associated with these events.



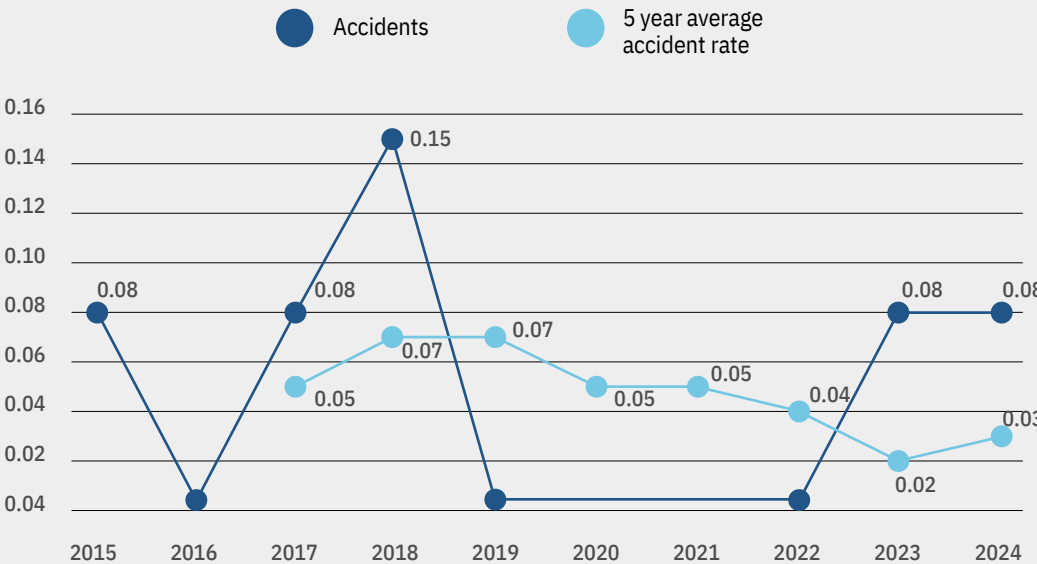
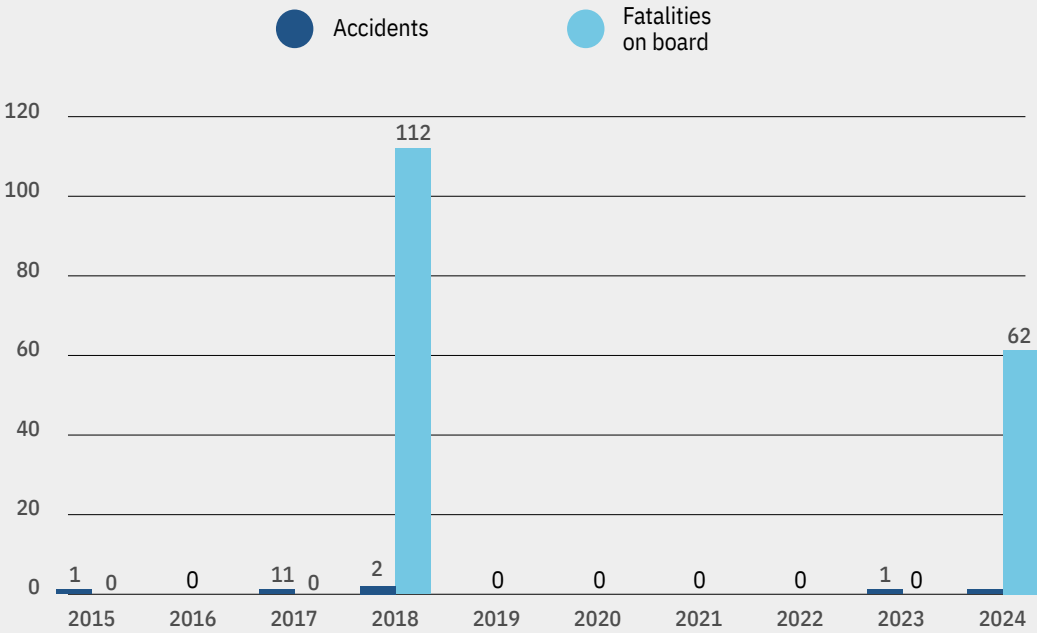
5 YEAR AVERAGE
ACCIDENT RATE IS
0.03
IN 2024

2.0 ACCIDENTS
in the last 5 years

0.15 ACCIDENT RATE
was the highest on 2018

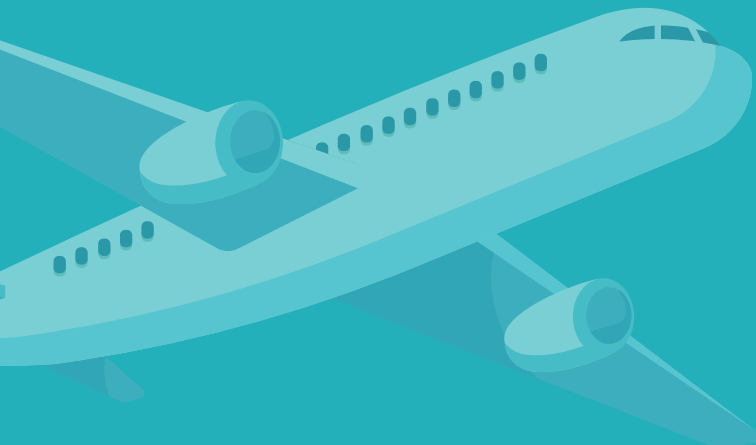
62 FATALITIES
in the last 5 years

0.08 ACCIDENT RATE
in 2024



It is one of the most complex accident categories, involving numerous contributing factors.”

- IATA



“

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

Mid - Air Collision (MAC)

A Mid-Air Collision is an accident where two aircraft encounter each other while both are in flight.



ONE ACCIDENT IN THE LAST 10 YEARS

3

ACCIDENT registered since 2015

0.08

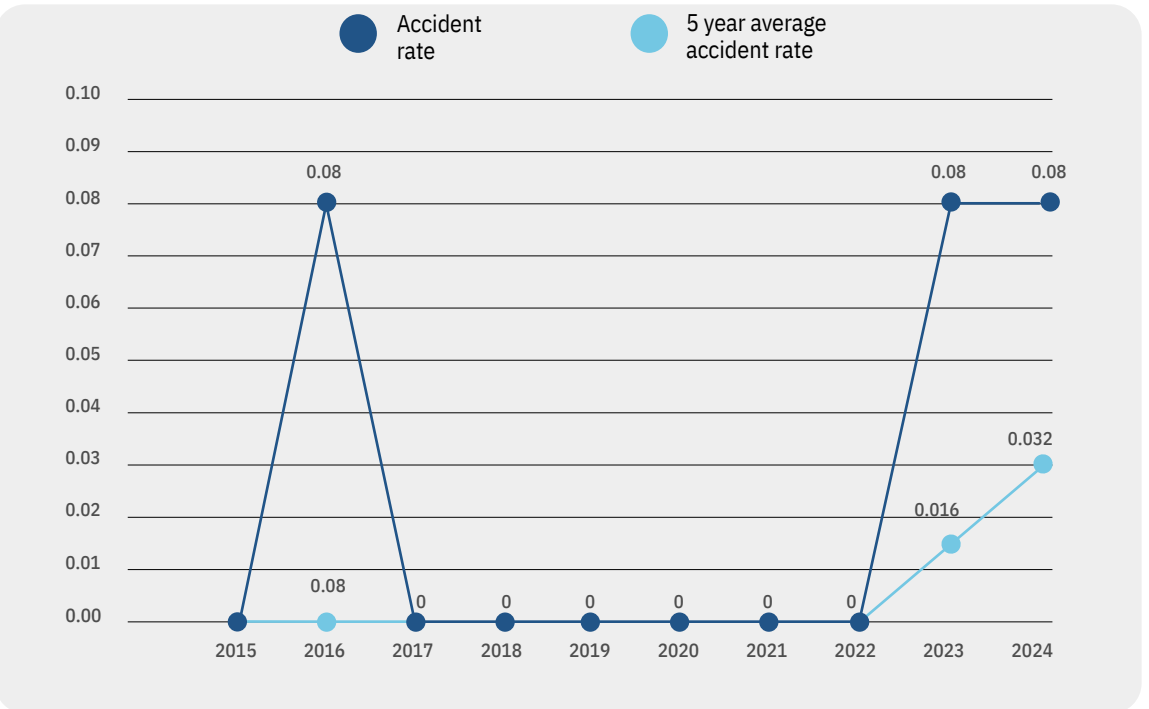
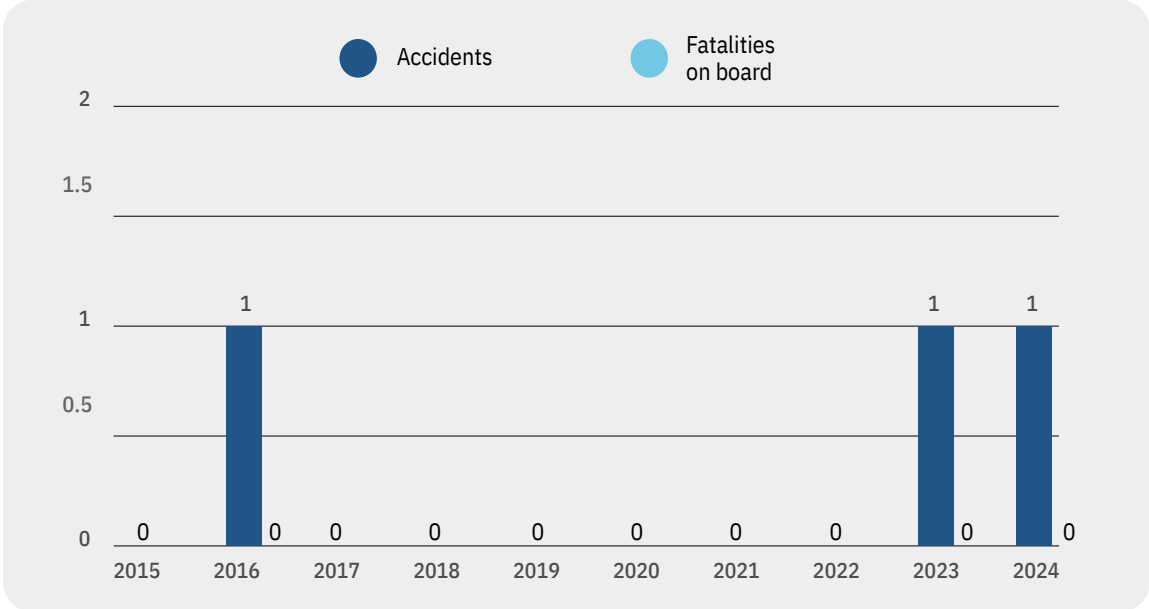
ACCIDENT RATE registered since 2015

0

FATALITIES ON BOARD since 2015

0.032

5 YEAR AVERAGE ACCIDENT RATE registered in 2024





A runway excursion occurs when an aircraft unintentionally leaves the designated runway surface during take-off or landing. This can be either a veer-off (deviating off the side) or an overrun (going beyond the end)."

Runway Excursion (RE)

A veer off or overrun off the runway surface:
A runway excursion occurs when an aircraft departs the runway in use during the take-off or landing run. The excursion may be intentional or unintentional.



THE ACCIDENTS RATE
INCREASE TO 0.15
IN THE LAST YEAR

27

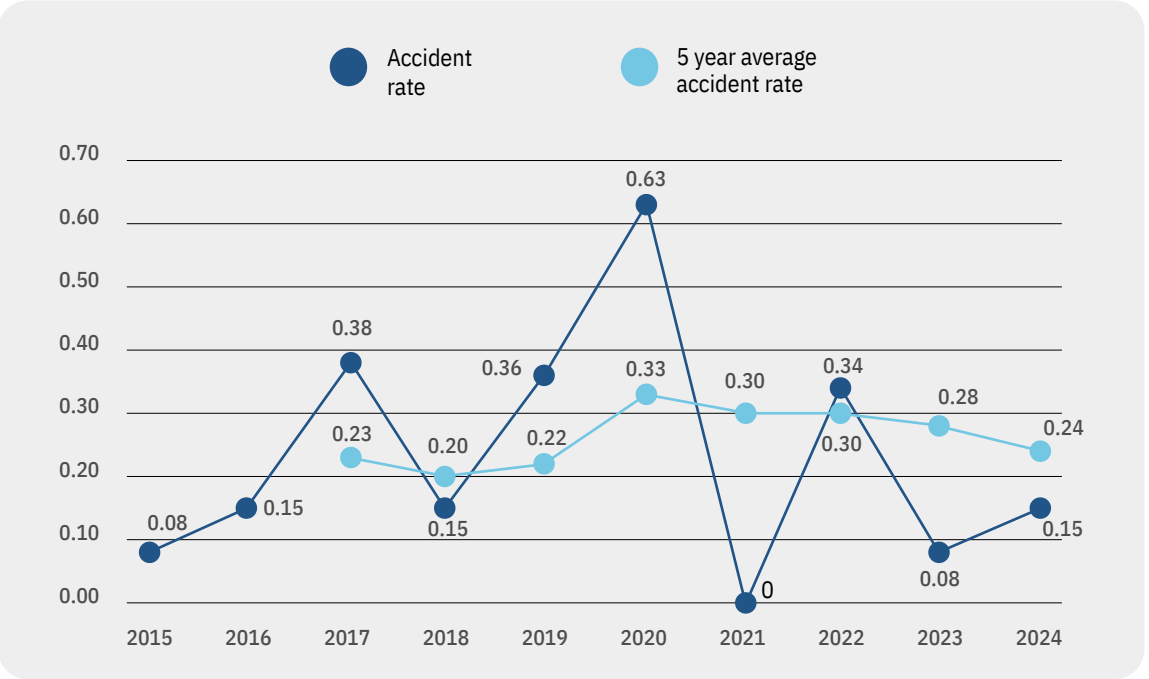
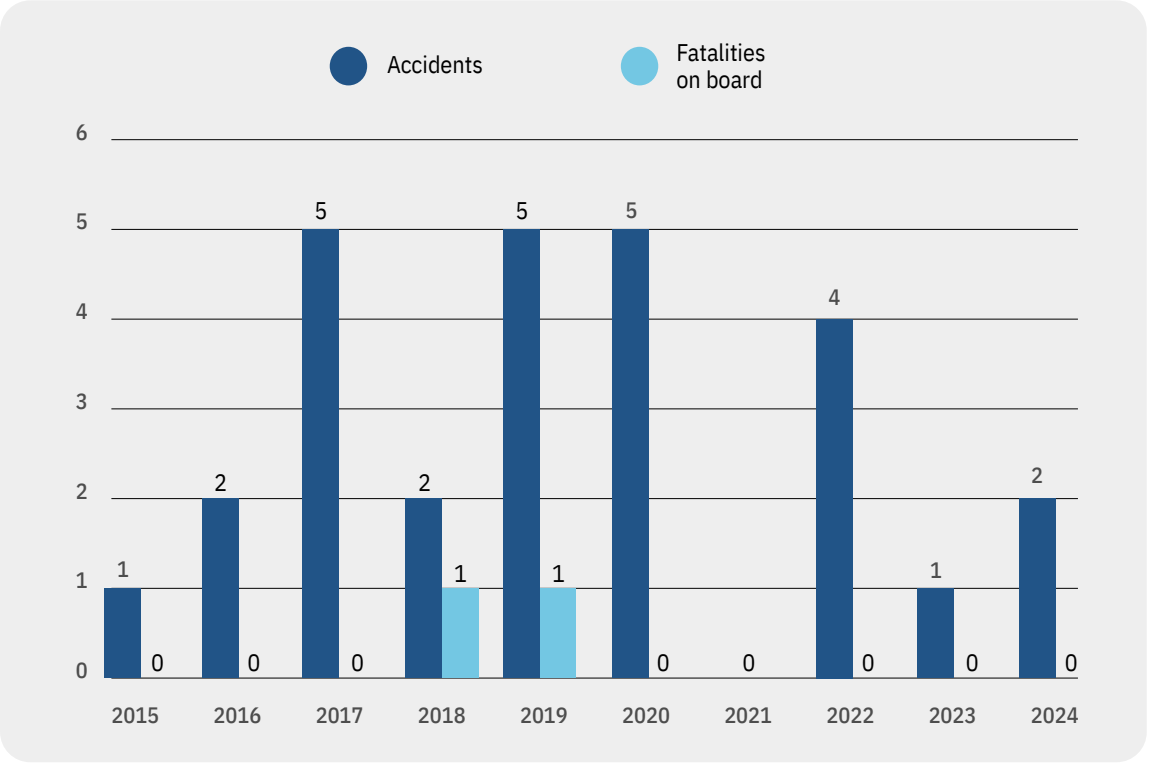
ACCIDENTS
registered since 2015

0

FATALITY
in the last 5 years

0.24

5 YEAR AVERAGE
ACCIDENT RATE
registered in 2024



2024 SAFETY DATA CHARTS

2024 ACCIDENT DATA

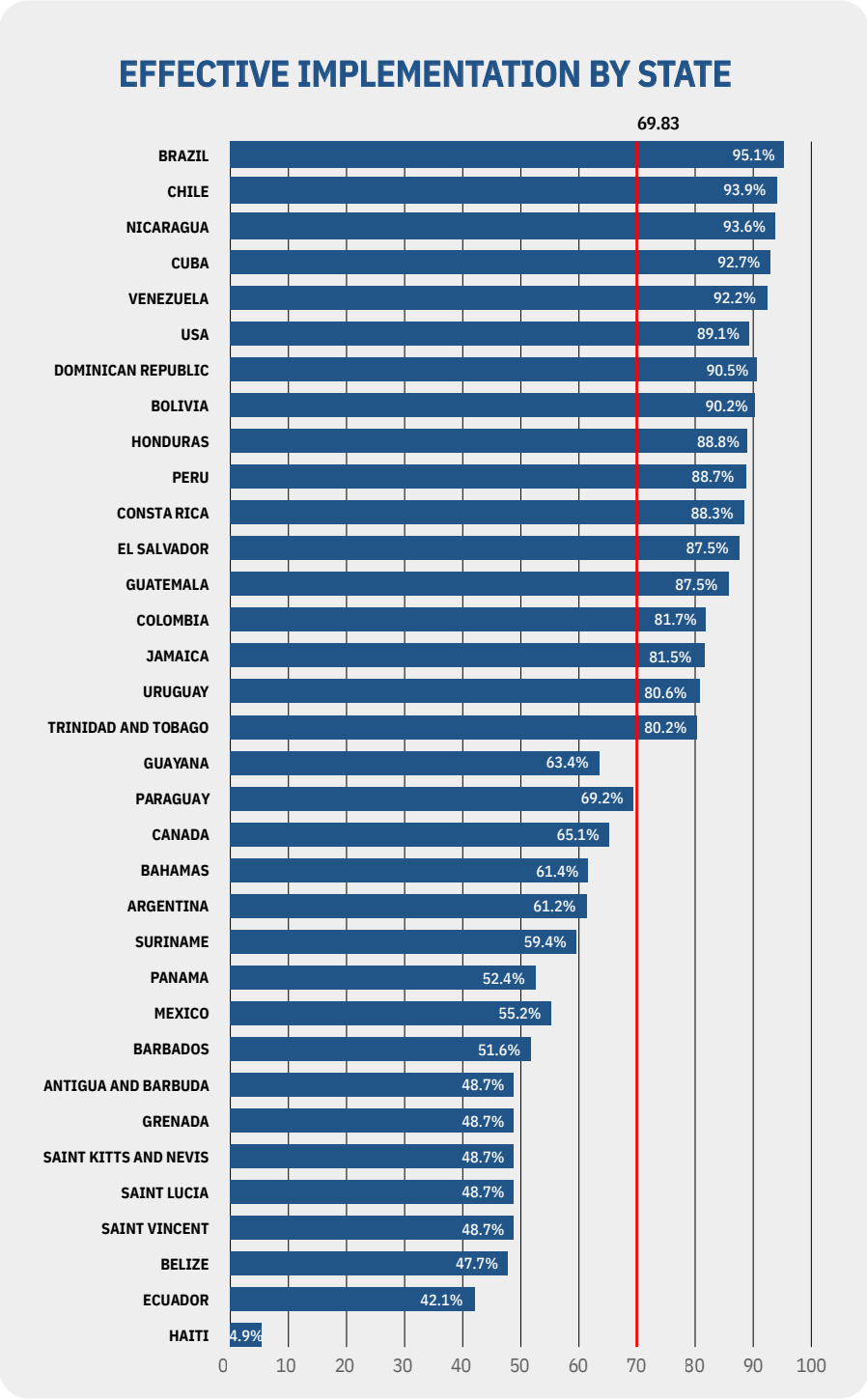
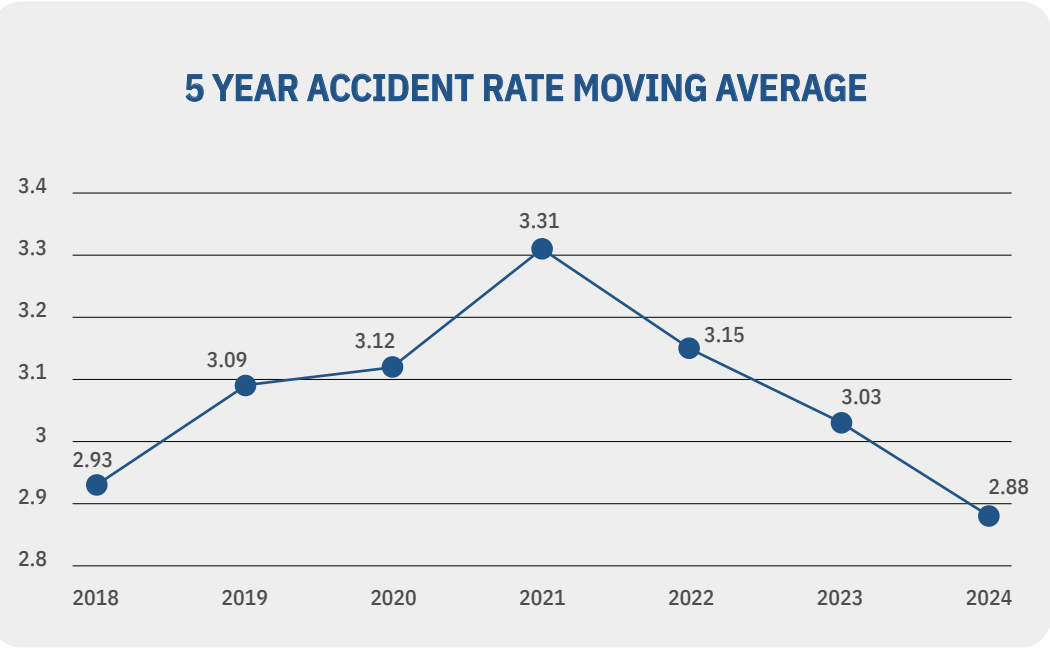
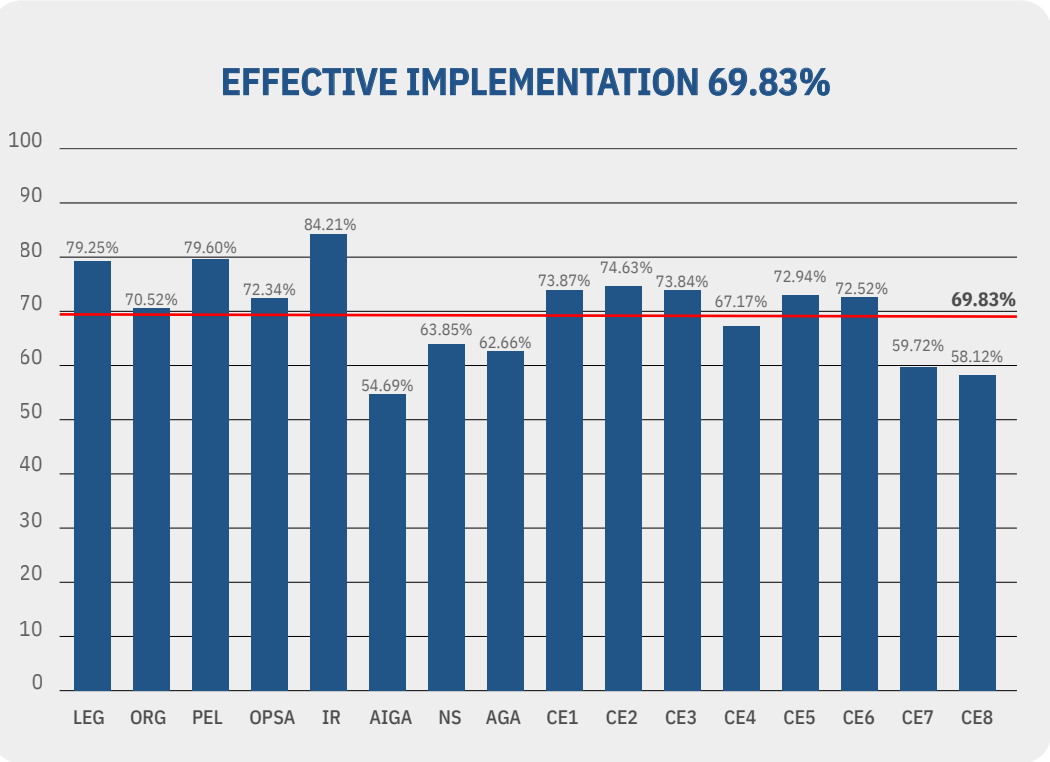
42
ACCIDENTS

68
FATALITIES AND
2 FATAL ACCIDENTS

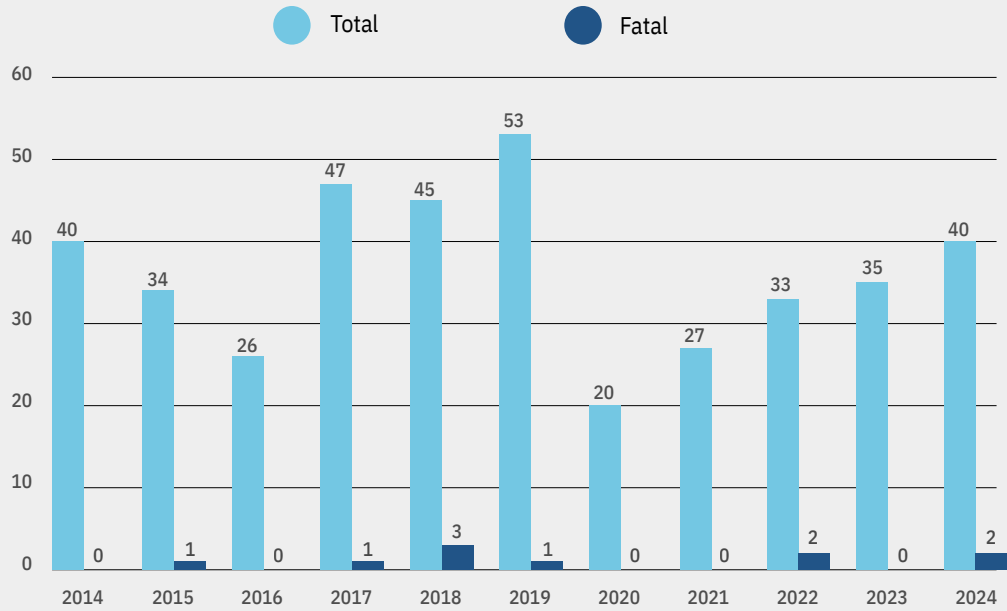
3.25
ACCIDENT RATE

2.56
GLOBAL ACCIDENT RATE

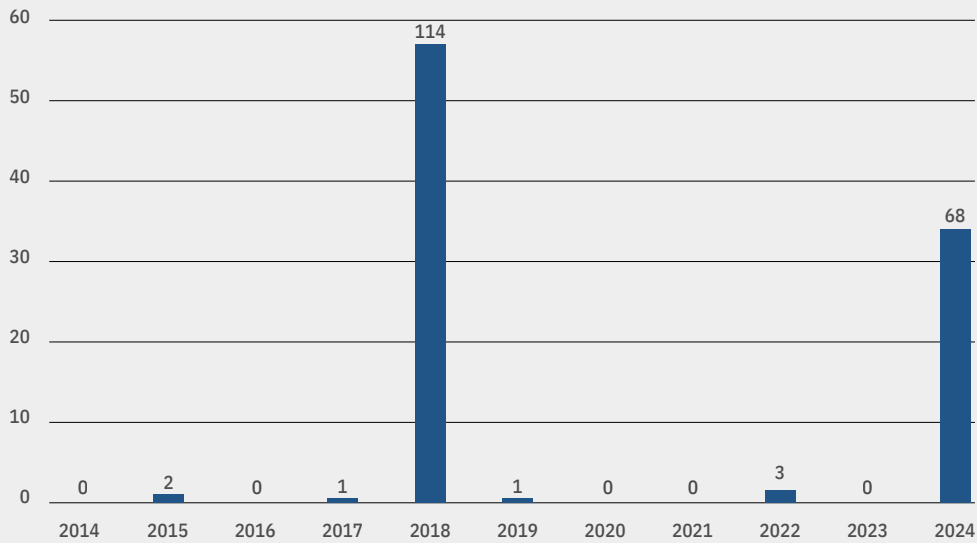
The Rate of the values 3.25 and 2.56 is per 1 million departures.



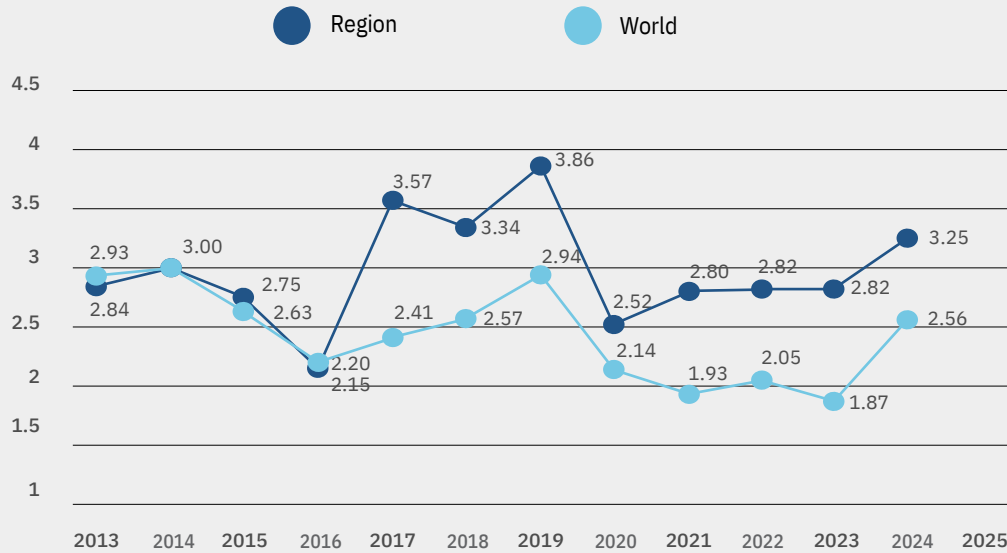
RASG-PA ACCIDENTS BY YEAR



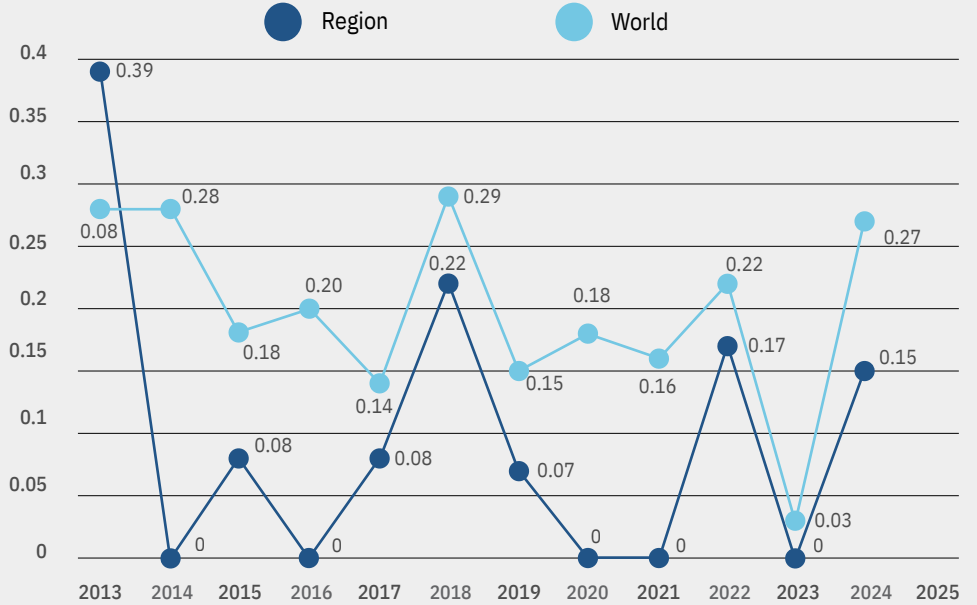
RASG-PA FATALITIES BY YEAR



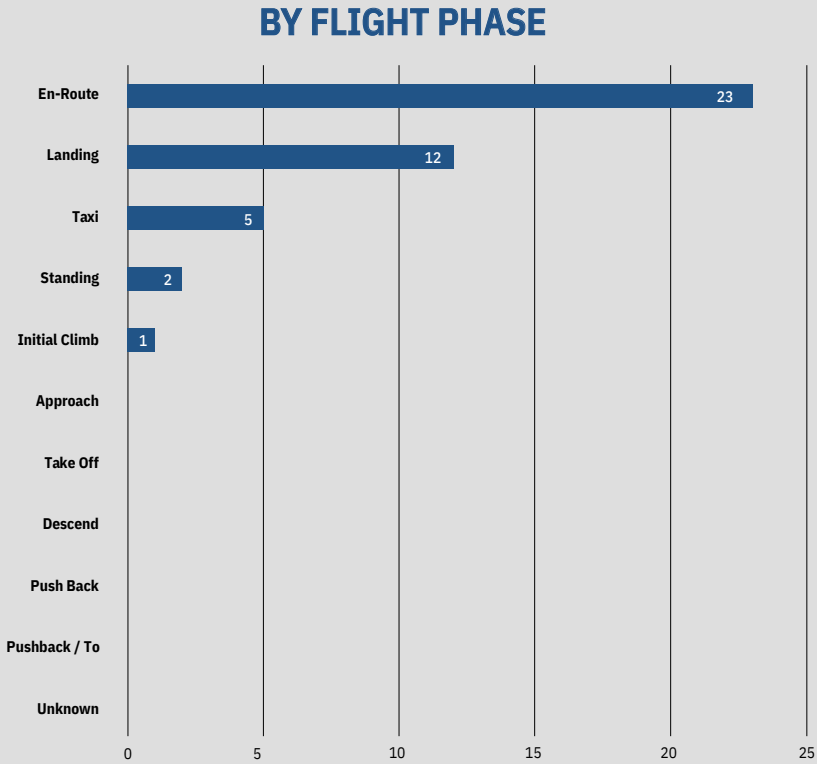
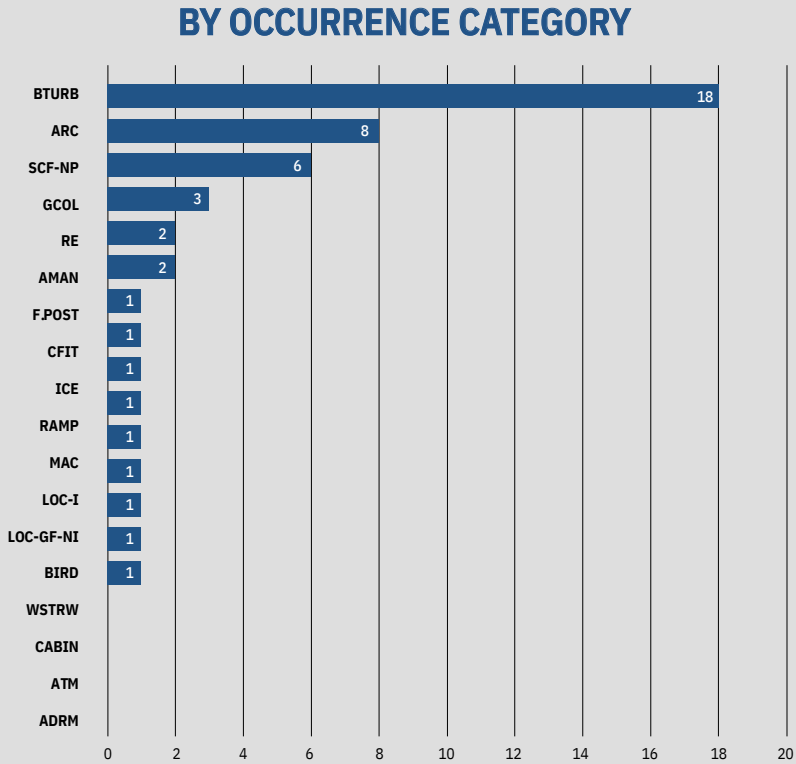
RASG-PA ACCIDENT RATE BY YEAR



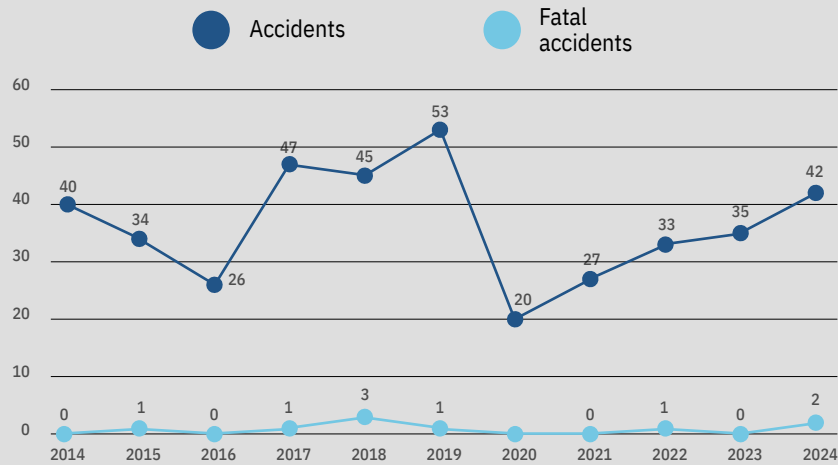
RASG-PA FATAL ACCIDENT RATE BY YEAR



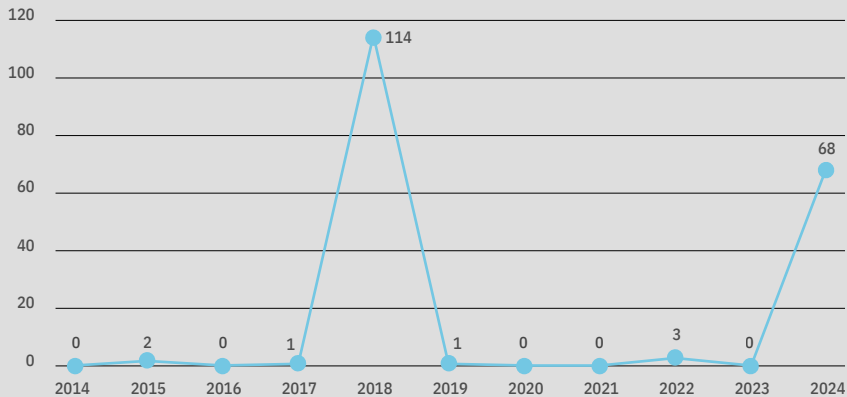
ACCIDENTS



SCHEDULED COMMERCIAL
ABOVE 5700 KG



NUMBER OF FATALITIES



2024 SAFETY DELIVERABLES

Upset Prevention and Recovery Training (UPRT) Workshop

Conducted in Miami in October 2024, hosted by ATR, with simulator sessions for State regulators and industry participants. Follow-up planned for 2025 to expand participation and assess regulatory adoption.

RSA11 - Use of the traffic collision avoidance system (TCAS)

Guidance for operators on proper use of TCAS to prevent mid-air collisions.

[More information >>](#)

RASG-PA Safety Issue Alert (RSIA-01) – Wrong Altimeter Setting

First issue of RSIA published to raise awareness among airlines and ANSPs about the risk of incorrect altimeter settings during RNAV approaches at airports without ILS.

[More information >>](#)

RASG - PA Safety Advisory 10B - Manual Flights Operation

Brazilian BCAST Runway Safety WG finalized an Operational Safety Diagnostic Tool for Aerodrome Risk Management with Brazilian Technological Institute of Aeronautics (ITA) academic support for 2024.

[More information >>](#)

Turbulence Risk Mitigation

RASG-PA Turbulence Safety Video produced and made available for streaming to members.

[More information >>](#)

Runway Safety Initiatives Global Action Plan for the Prevention of Runway Incursions (GAPPRI)

RASG-PA contributed to the final release of GAPPRI Volumes I & II in August 2024, which include 127 recommendations and associated GEMs (guidance and best practices)



“

*Cooperation and teamwork
are essential to achieving
the group’s objectives.”*

- RASG - PA/14

ACTIVE AND FUTURE PROJECTS



Adverse Weather Project

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

Estimated publication date: Dec 2025

Runway Safety Tracker

Adapt APRAST GAPPRI Tracker

Estimated Delivery by PA-RAST/70

Video on preventing turbulence - related injuries

Available for RASG-PA Members

2nd Workshop on Upset Prevention and Recovery Training (UPRT)

Delivery date: February 2026

Aviation Safety Action Programme (ASAP) Implementation Project

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 2025 - 2026

Project on the study of the causes of the low implementation of the SSP

Estimated Delivery dates: TDB

Availability of all RASG-PA documents in English and Spanish

Annually

Lithium Battery Fire Risk Project RASG-PA Safety Issue Alert

Establish ad hoc group

Deliverable by PA-RAST/69

Revision of RSA-07B (CFIT)

Surveys to States and operators deployed in late 2024 to assess the implementation of recommendations

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.

“ WE ARE BETTER TOGETHER”

Current Safety Partners



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 relative to Global Planning for Safety and Efficiency, 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 and efficiency of civil aviation is best 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 its 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 communication and neutrality among all RASG-PA members and stakeholders, as well as with ICAO Headquarters and the other RASGs.



RASG-PA Member States



RASG-PA Member Territories



Organizations and Industry



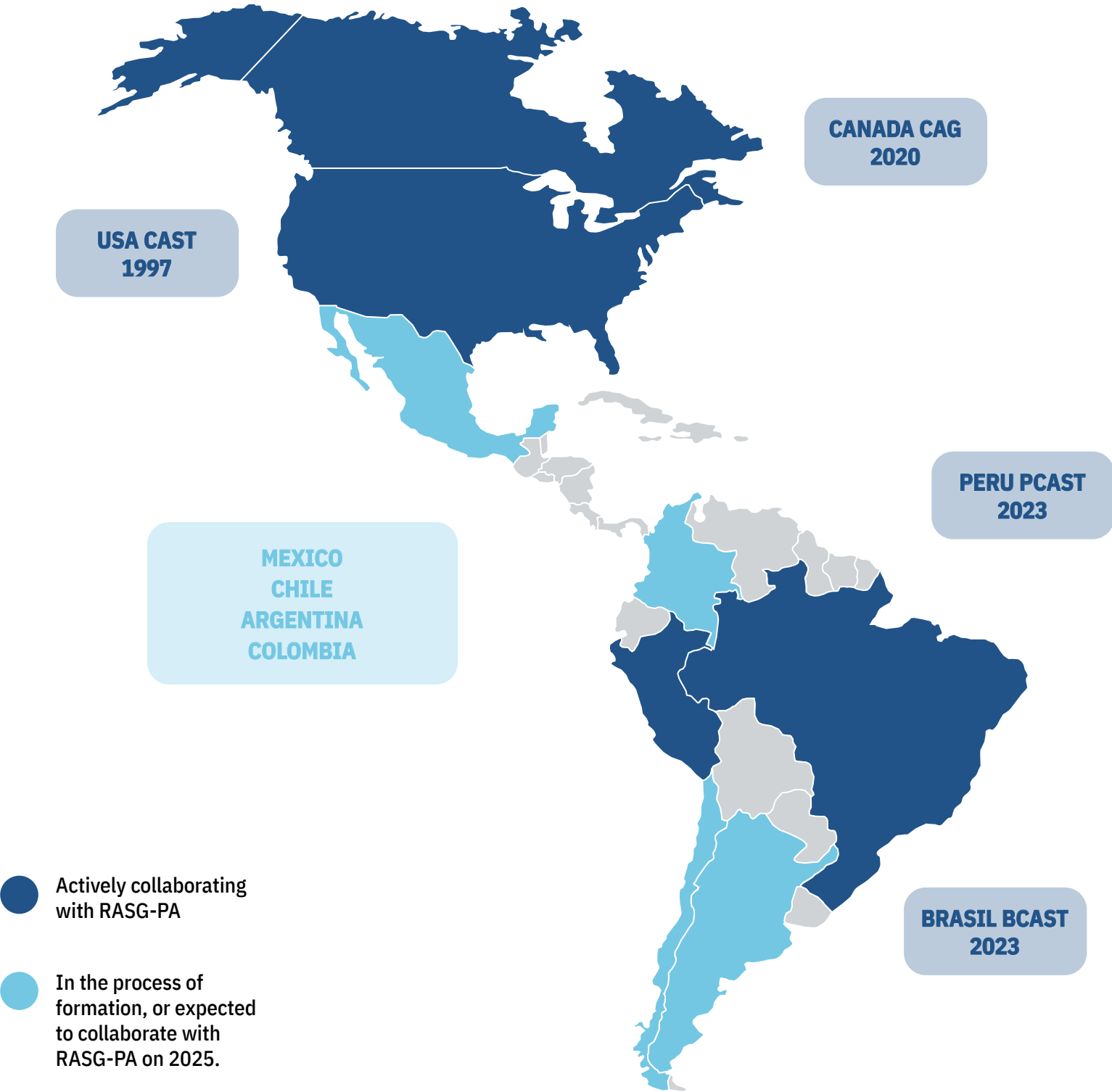
RASG-PA Safety Partners



Collaborating CST's

Brazil BCAST
Canada CAG
Peru PCAST
US CAST

MAP OF THE CTS's



Evolution of GASP implementation in Pan American

GASP Goals	RASG-PA indicator	Value 2021	Value 2022	Value 2023	Value 2024
Continue with the downward trend in the accident rate	Accident rate for the last 5 years	3.21	3.09	3.07	2.88
	Accident rate	2.8	2.97	2.82	3.25
	Number of fatal accidents	0	2	0	2
	Fatal Accident Rate	0	0.17	0	0.15
	Risk of Fatality	0.23	0.11	0.003	0.08
Effective implementation (EI) of States reaches 75% by 2024	Effective implementation	72.16	71.7	70.37	69.83
	Percentage of States with effective implementation greater than 75%	72.2	65.56	52.94	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
By 2024, all the 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
Keep a growing trend in the industry contribution to States and regions in terms of safety information exchange networks	Number of IOSA operators	81	78	77	78
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
	Effective Implementation in ANS	67.68	66.96	65.33	63.79
	Percentage of certified aerodromes	53.14	58.85	60.43	60.43
	Percentage of aerodromes with Runway Safety (RST)	46.54	45.67	54.15	54.14





LIST OF ACCIDENTS 2024

*The list corresponds to commercial aviation accidents involving aircraft with a mass greater than 5,700 kg.

*	Local Date	Flight Phase	Manufacturer / Model	State / Area	OCC Category	Highets Damage	Injury Level	Fatalities
	1/2/2024	Landing	LEARJET 35	United States	RE	Substantial	None	0
	1/5/2024	Landing	BOEING 737-800	Argentina	ARC	Substantial	None	0
	1/5/2024	Enroute	BOEING 737-9	United States	SCF-NP	Substantial	None	0
	1/10/2024	Landing	BOEING 737-900	United States	ARC	Substantial	None	0
	1/21/2024	Landing	AIRBUS A350-900	Canada	ARC	Substantial	None	0
	1/23/2024	Initial climb	BAE JETSTREAM 3200	Canada	CFIT	Destroyed	Fatal	6
	2/8/2024	Standing; Taxi	AIRBUS A321-200; AIRBUS A321-200	United States	GCOL	Substantial; Minor	None	0
	2/9/2024	Approach	BOMBARDIER CL600 2B16-600	United States	UNK	Destroyed	Fatal	2
	2/10/2024	Enroute	BOEING 777-200	United States	TURB	None	Serious	0
	2/18/2024	Enroute	BOEING 767-300	Colombia	TURB	None	Serious	0
	3/3/2024	Taxi	FAIRCHILD SA227-AT	United States	ADRM	Substantial	None	0
	3/8/2024	Taxi	BOEING 737-8	United States	LOC-G	Substantial	None	0
	3/9/2024	Enroute	BOEING 737-700	United States	TURB	None	Serious	0
	3/14/2024	Enroute	BOEING 737-800	United States	TURB	None	Serious	0
	3/23/2024	Landing	BOEING 767-300	Panama	ARC	Substantial	None	0
	3/28/2024	Enroute	BOEING 757-232	United States	TURB	None	Serious	0
	3/30/2024	Landing	DHC-8-314	Canada	USOS	Substantial	None	0
	4/3/2024	Enroute	BOEING 737-700	United States	TURB	None	Serious	0
	4/3/2024	Enroute	BOEING 717-200	United States	TURB	None	Serious	0
	4/7/2024	Standing	BOEING 737-8	Canada	RAMP	Minor	Serious	0
	4/13/2024	Landing	DE HAVILLAND CANADA DHC8-400	Canada	ARC	Substantial	None	0
	4/26/2024	Enroute	BOEING 757-200	United States	TURB	None	Serious	0
	5/3/2024	Landing	EMBRAER EMB-145LR	United States	ARC	Substantial	Minor	0
	6/4/2024	Landing	DE HAVILLAND CANADA DHC8-400	Canada	ARC	Substantial	None	0
	6/7/2024	Landing	FAIRCHILD SA227-AC METRO III	Argentina	SCF-NP	Substantial	None	0
	6/17/2024	Enroute	BOEING 767-316 ER	United States	SCF-NP	Substantial	None	0
	6/28/2024	Landing	DE HAVILLAND CANADA DHC8-400	Canada	ARC	Substantial	None	0
	7/1/2024	Enroute	BOEING 787-9	Atlantic Ocean	TURB	Minor	Serious	0
	7/16/2024	Taxi	AIRBUS A320-200	United States	AMAN	None	Serious	0
	8/4/2024	Enroute	BOEING 777-200	United States	TURB	None	Serious	0
	8/7/2024	Enroute	BOEING 737-700	United States	TURB	None	Serious	0
	8/8/2024	Enroute	AIRBUS A321-200	United States	TURB	None	Serious	0
	8/9/2024	Enroute	ATR ATR72-200	Brazil	LOC-I	Destroyed	Fatal	62
	8/19/2024	Enroute	BOEING 737-700	United States	TURB	None	Serious	0
	8/31/2024	Taxi	AIRBUS A330-300; AIRBUS A350-1000	United States	GCOL	Substantial	None	0
	9/10/2024	Taxi	AIRBUS A350-900; BOMBARDIER CL600 2D24-900	United States	GCOL	Substantial	Minor	0
	9/19/2024	Enroute	BOEING 757-200	United States	MAC	None	Serious	0
	10/24/2024	landing	DE HAVILLAND CANADA DHC-8-400	Canada	ARC	Substantial	None	0
	10/24/2024	Landing	BOEING 737-9	United States	SCF-NP	Substantial	None	0
	10/24/2024	Enroute	BOEING 737 MAX 8	Canada	BIRD	Substantial	Minor	0
	10/29/2024	Landing	AIRBUS A300 F4-622R	United States	ARC	Substantial	None	0
	11/3/2024	Enroute	BOEING 767-300	Jamaica	TURB	None	Serious	0
	11/9/2024	Enroute	BOEING 737-400	Brazil	F-NI	Destroyed	None	0
	11/18/2024	Enroute	BOEING 757-200	United States	TURB	None	Serious	0
	11/19/2024	Landing	BOEING 767-300	Canada	RE	Substantial	None	0
	11/20/2024	Enroute	EMBRAER ERJ 170-200 LR	United States	TURB	None	Serious	0
	11/23/2024	Enroute	BOEING 777-200	Brazil	TURB	None	Serious	0
	11/27/2024	Landing	BOEING 737-400	Canada	SCF-NP	Substantial	None	0
	12/18/2024	Enroute	LOCKHEED 382G-44K-30	United States	SCF-NP	Substantial	None	0
	12/26/2024	Enroute	BOEING 737-9	United States	TURB	None	Serious	0
	12/28/2024	Landing	DE HAVILLAND CANADA DHC-8-400	Canada	SCF-NP	Substantial	None	0
	12/29/2024	Enroute	BOEING 767-300	United States	TURB	None	Serious	0



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