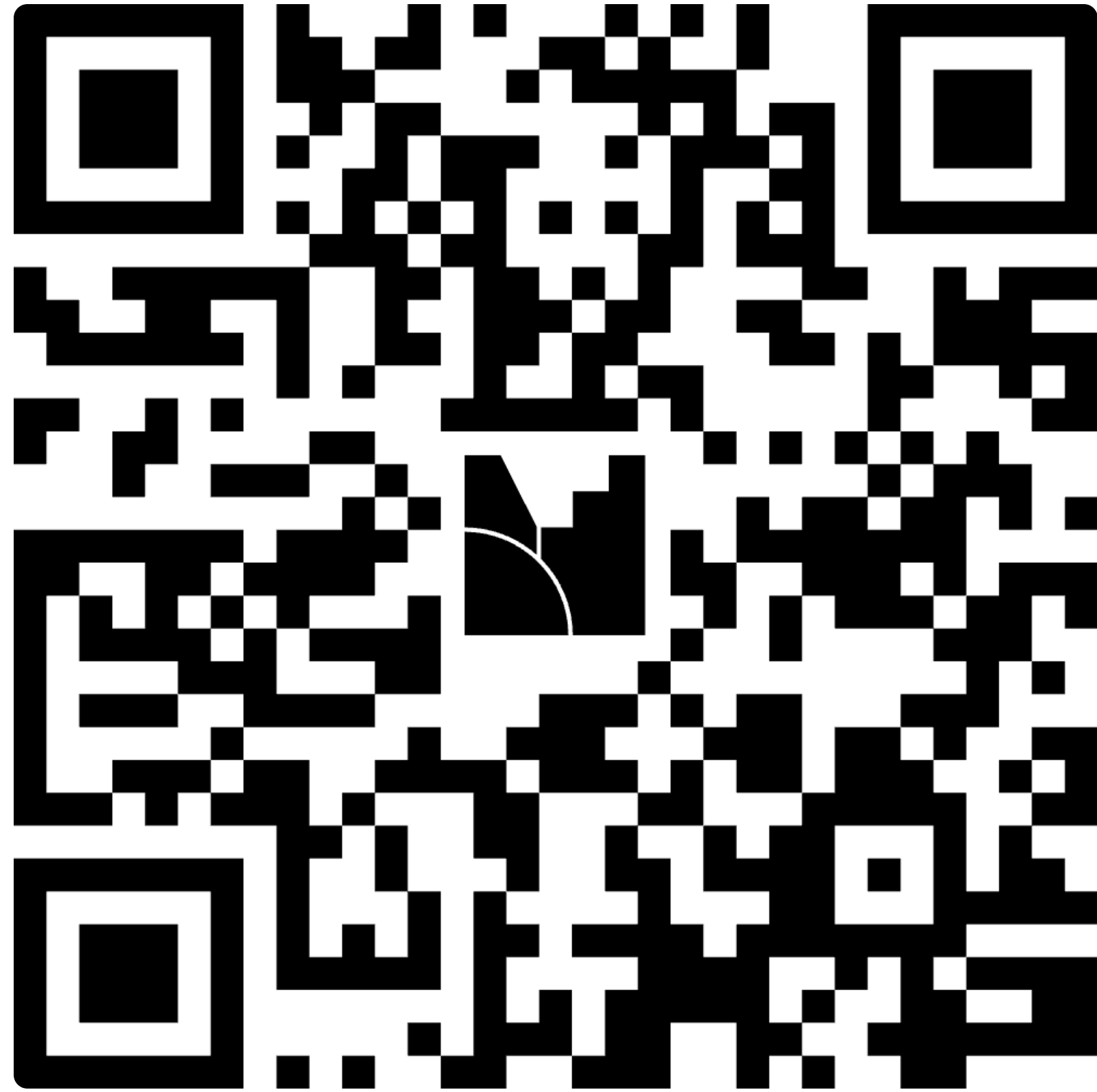




**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**





Regional Implementation Challenges in Pan-America

GASP 2026–2028 Context

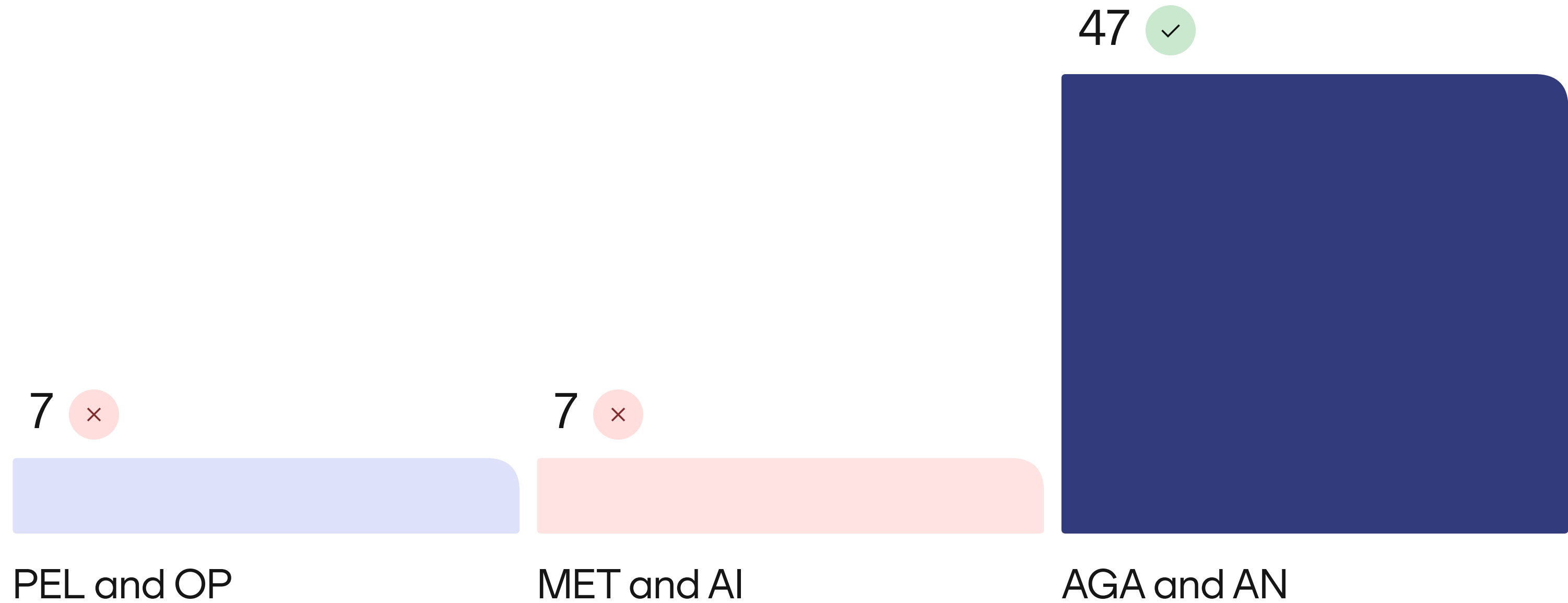
Stagnation of Effective Implementation (EI) Indicators

WP/09 identifies stagnation in EI indicators, particularly in AGA and ANS.

WP/09 also indicates stagnation related to SSP implementation.

These findings indicate uneven implementation effectiveness among States.

1. According to WP/09, which Effective Implementation (EI) indicators have shown stagnation in recent years?



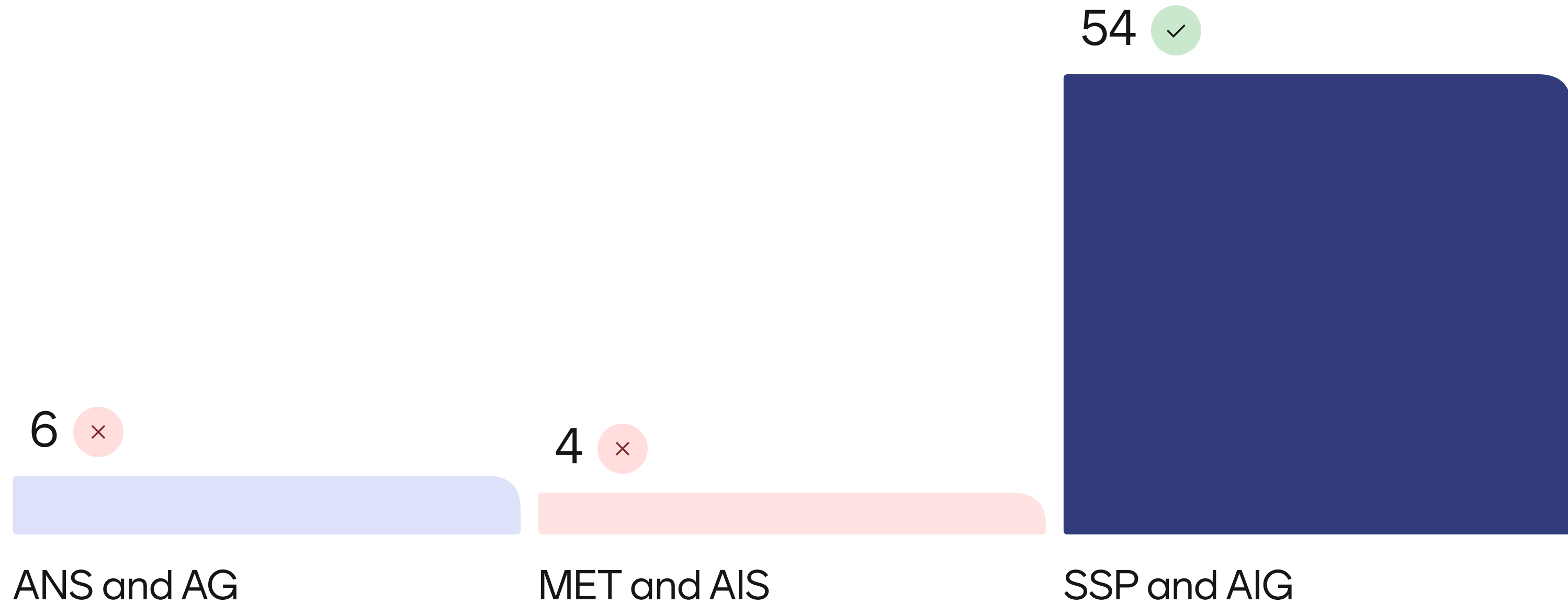
Foundational Areas with Low Implementation: SSP and AIG

The ANC Review identifies low levels of implementation in:

- SSP implementation challenges
- AIG capacity weaknesses

The ANC Review refers to these areas as foundational pillars of safety management.

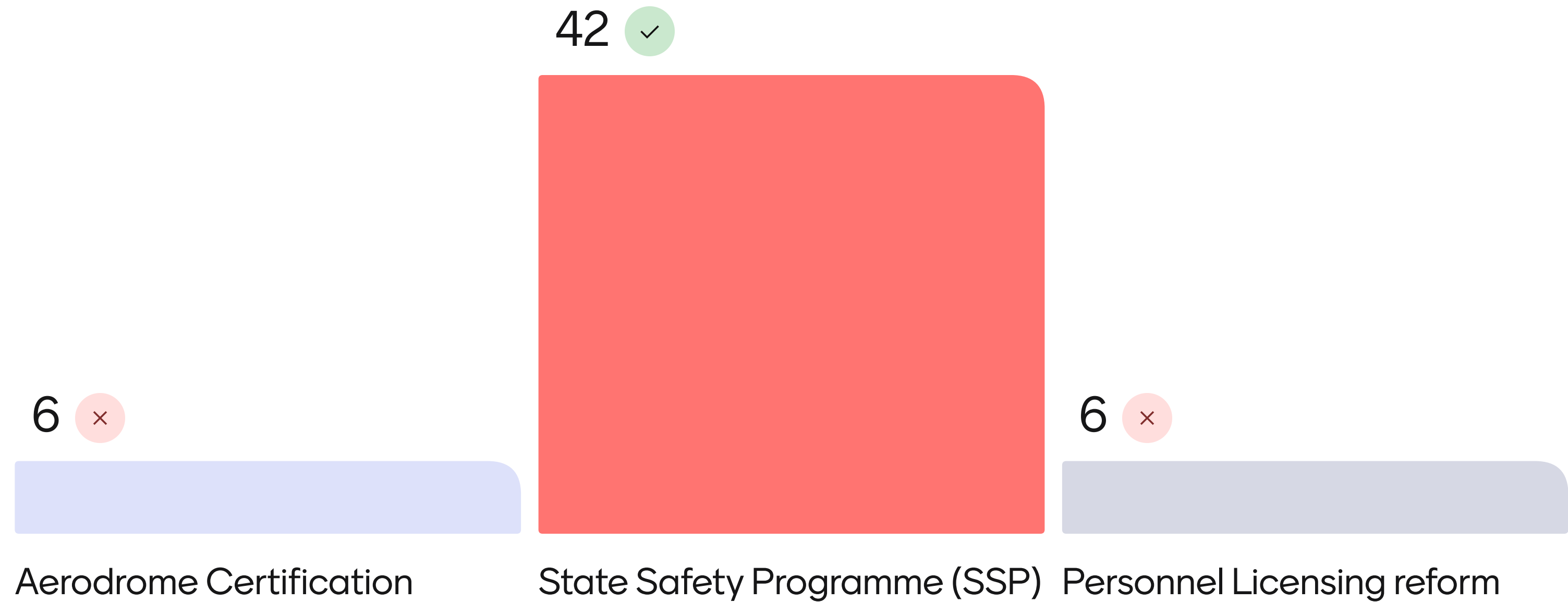
2. The ANC Review (P03) identifies which two areas as foundational pillars with low implementation levels?



SSP Implementation Stagnation

- RASG-PA/15 WP/09 indicates stagnation related to SSP implementation.
- Annex 19 establishes that effective SSP implementation requires:
 - Safety data collection
 - Safety data analysis
 - Safety data protection
 - Safety information sharing

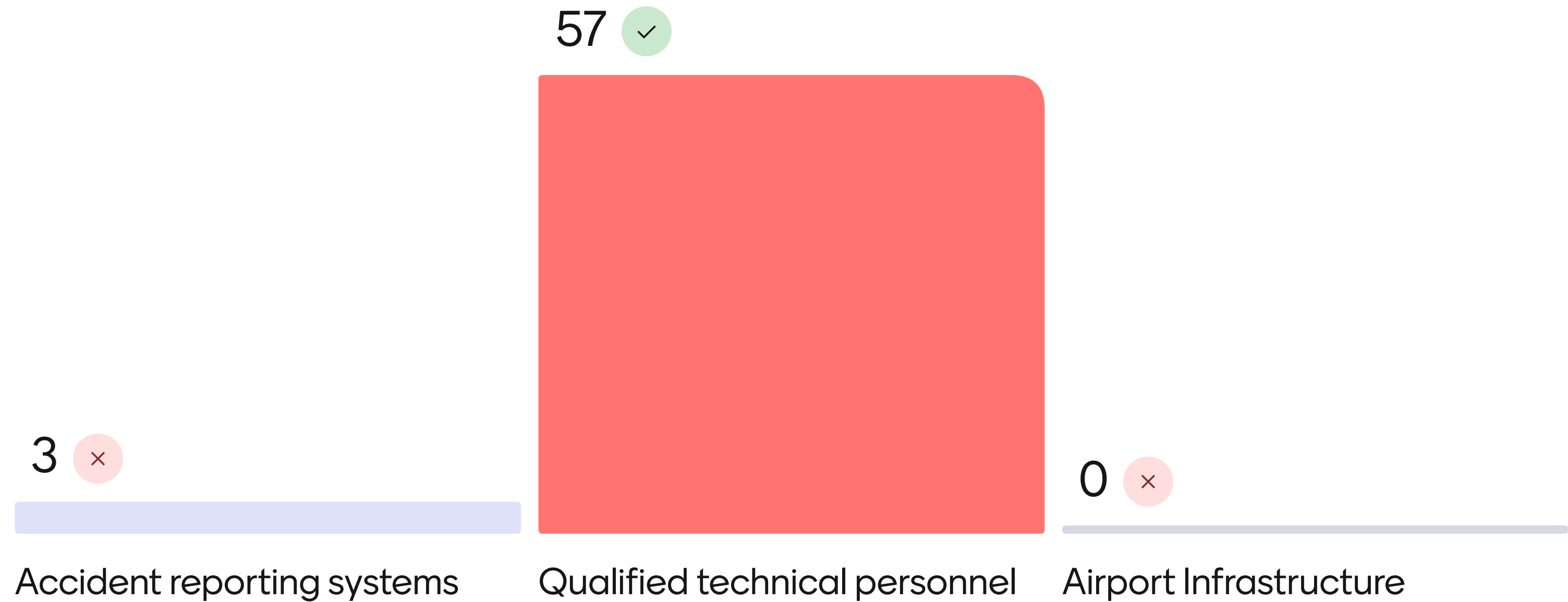
3. WP/09 also indicates stagnation related to the implementation of:



Critical Element 4 – Qualified Technical Personnel

- The GASP 2026–2028 identifies lack of qualified technical personnel as a Global Organizational Challenge.
- CE-4 corresponds to Qualified Technical Personnel in the USOAP framework.
- Adequate technical personnel are necessary to ensure effective safety oversight.

4. CE-4 in the USOAP framework refers to



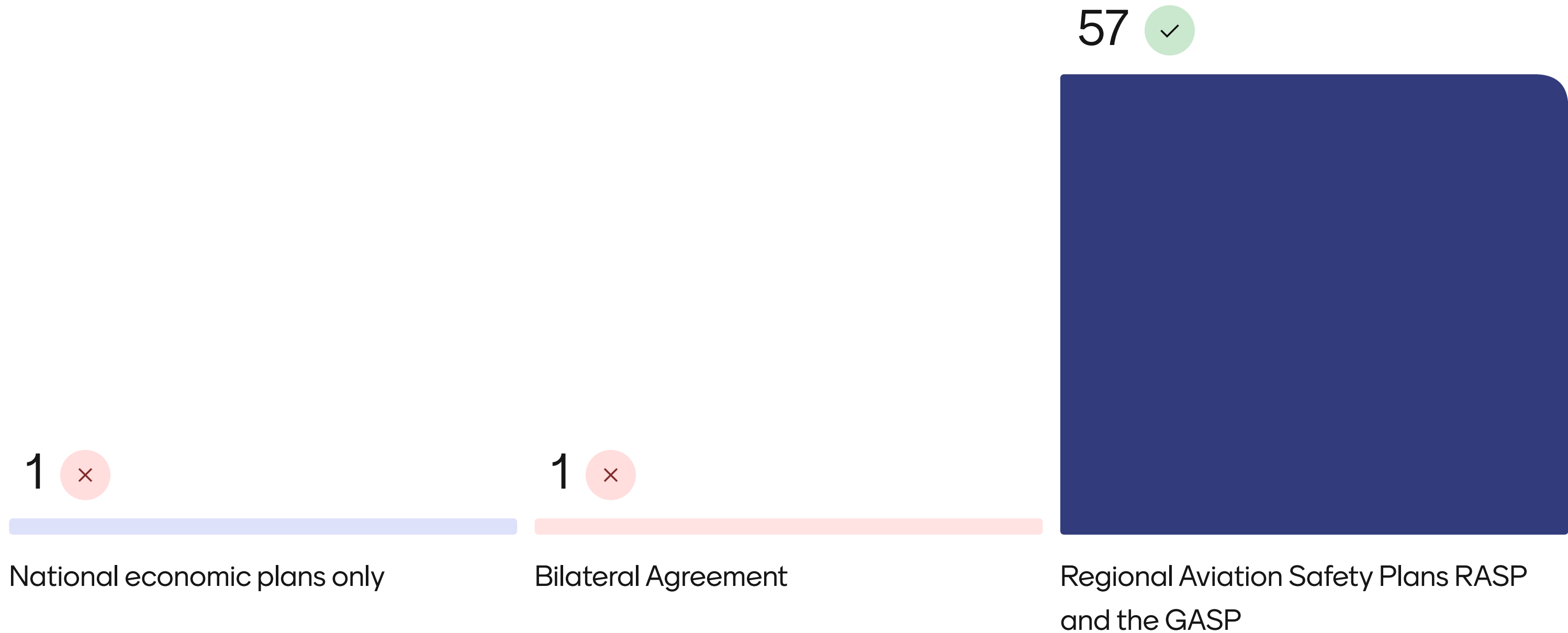
Oversight Effectiveness under the GASP 2026–2028

- The GASP emphasizes effective implementation of safety oversight and safety management provisions.
- States are required to demonstrate implementation of safety management principles in accordance with Annex 19.
- Effective safety oversight goes beyond the existence of regulations and requires measurable implementation.

Alignment of NASP with RASP and GASP

- The GASP requires States to develop a National Aviation Safety Plan (NASP) aligned with the Regional Aviation Safety Plan (RASP) and the GASP.
- National planning must be consistent with regional and global safety objectives and priorities.

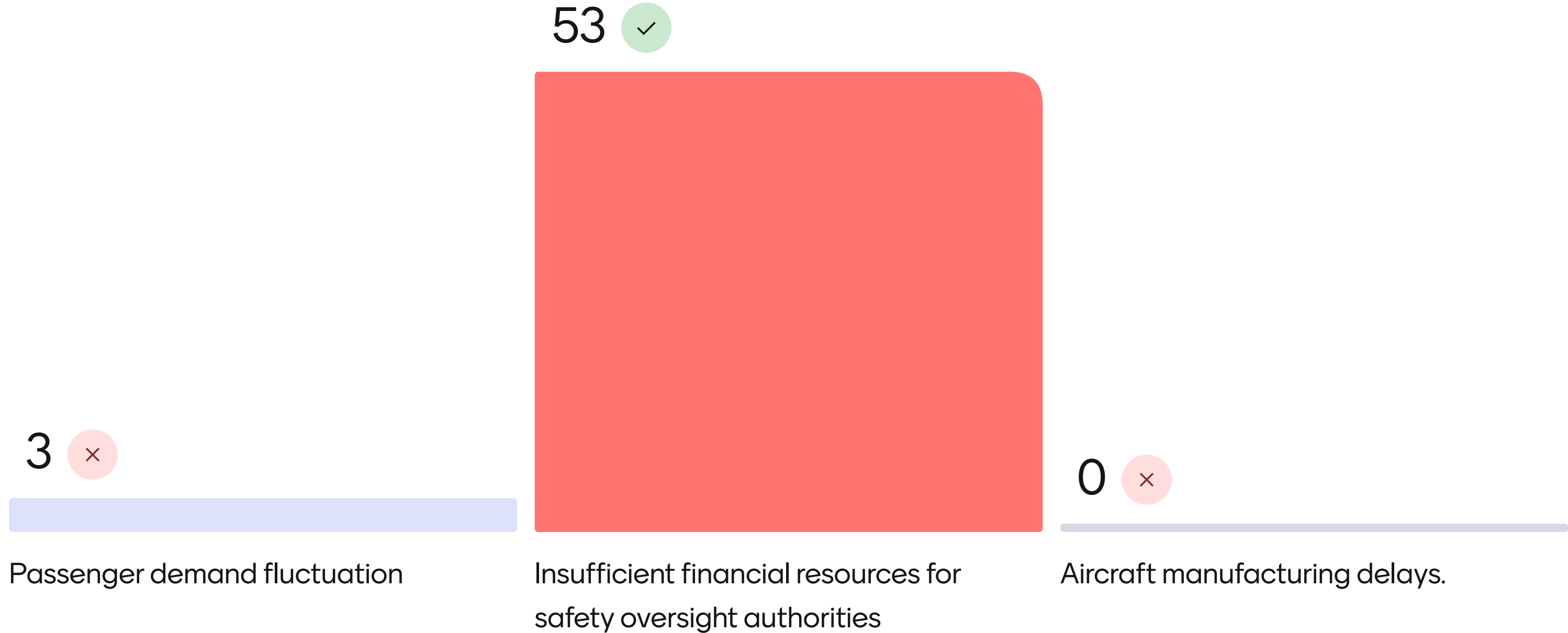
5. The GASP requires States to develop a NASP aligned with:



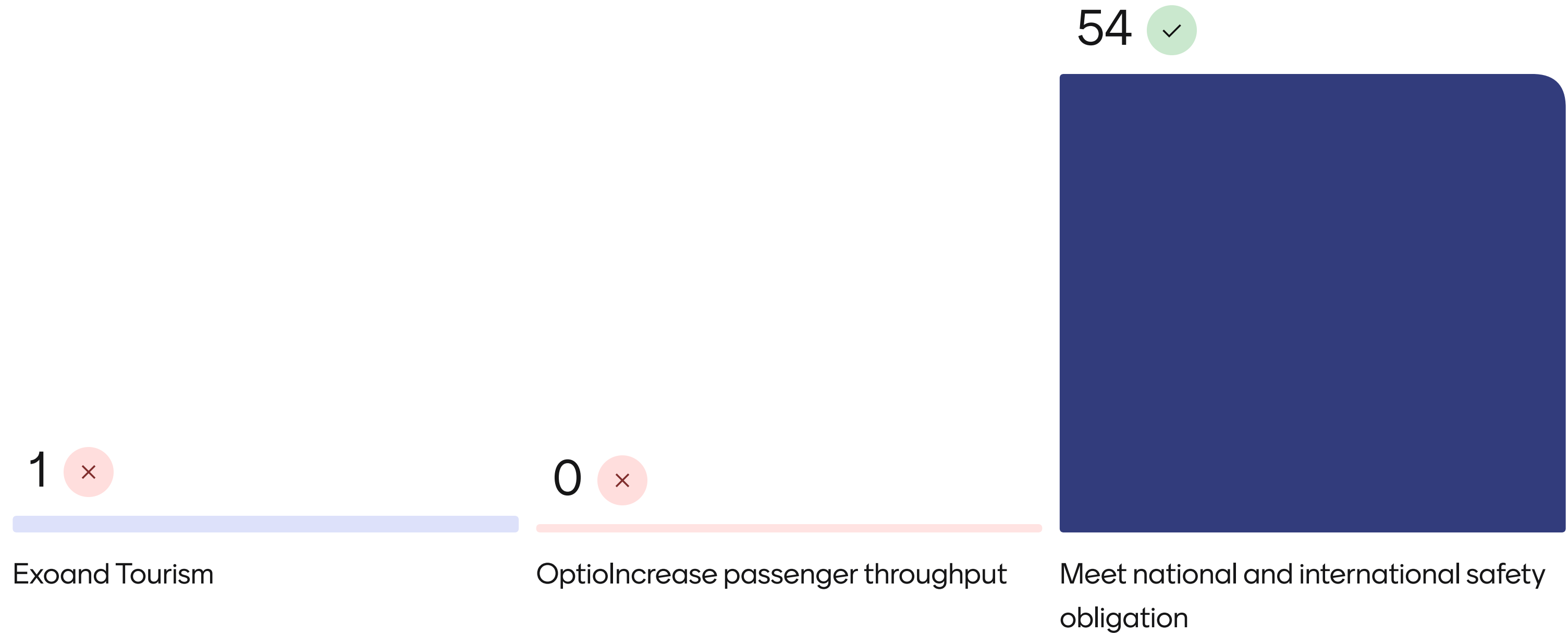
Global Organizational Challenges – GASP 2026–2028

- The GASP identifies Global Organizational Challenges, including:
 - Insufficient financial resources
 - Lack of qualified technical personnel
- States must ensure sufficient resources to meet national and international safety obligations.

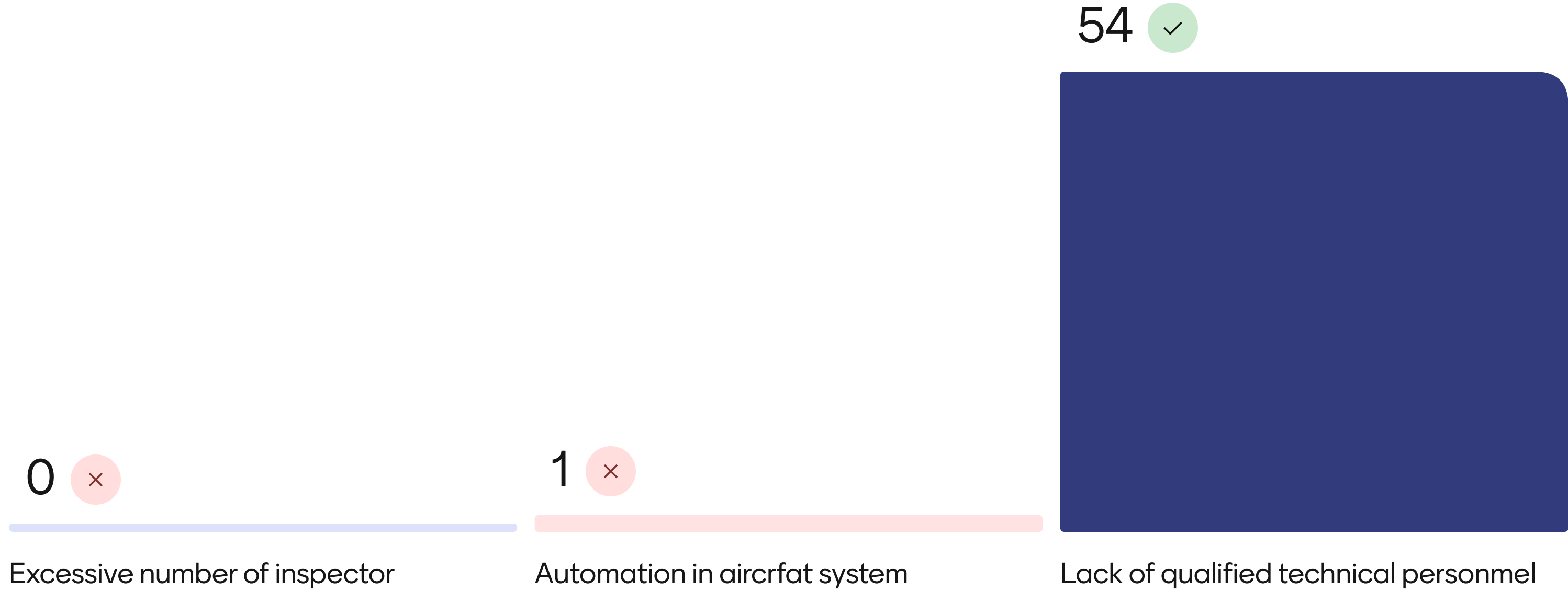
6. According to the GASP 2026–2028, one of the identified Global Organizational Challenges is:



8. According to the GASP, States must ensure sufficient resources to:



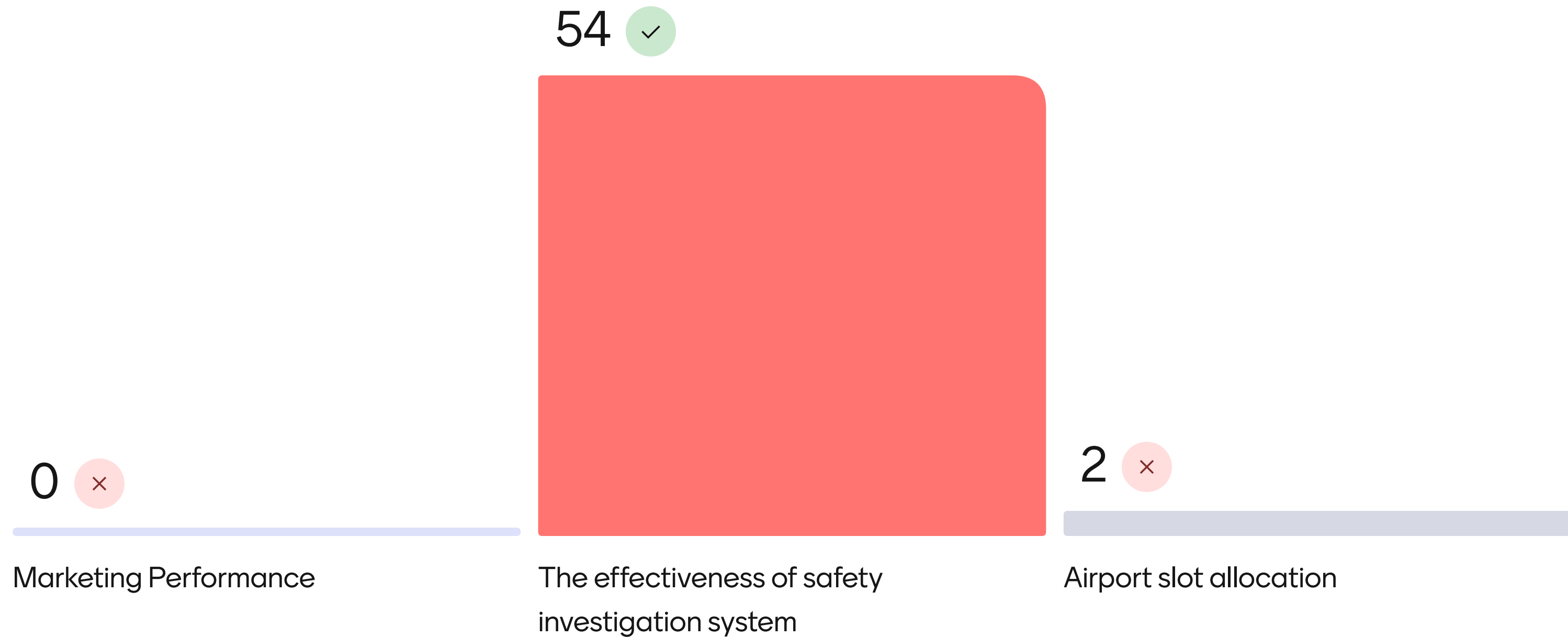
7. The GASP 2026–2028 also highlights as a challenge



Accident Investigation (AIG) – Low Levels of Implementation

- The ANC Review (P03) identifies low levels of implementation in AIG.
- Effective accident investigation systems are essential components of the State safety oversight framework.

9. According to P03, low implementation of AIG affects:



Uneven Levels of SSP Implementation

- The ANC Review (P03) identifies low levels of SSP implementation among States.
- WP/09 also indicates stagnation related to SSP implementation.
- These findings reflect uneven levels of implementation across the region.

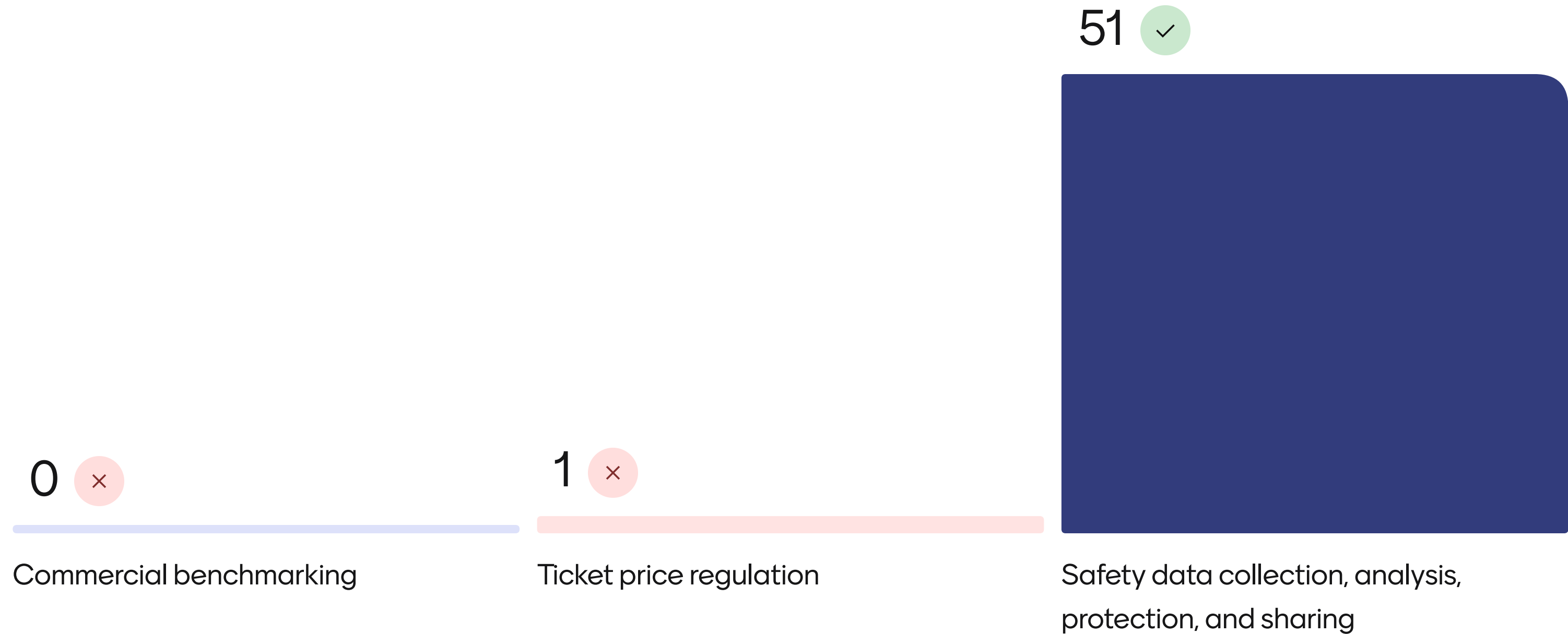
Safety Data Protection under Annex 19

Annex 19 requires:

- Data collection
- Analysis
- Protection
- Sharing

Protection of safety data is established to ensure the continued availability of safety information for safety management purposes.

10. Annex 19 identifies which mechanism as essential for effective safety management?



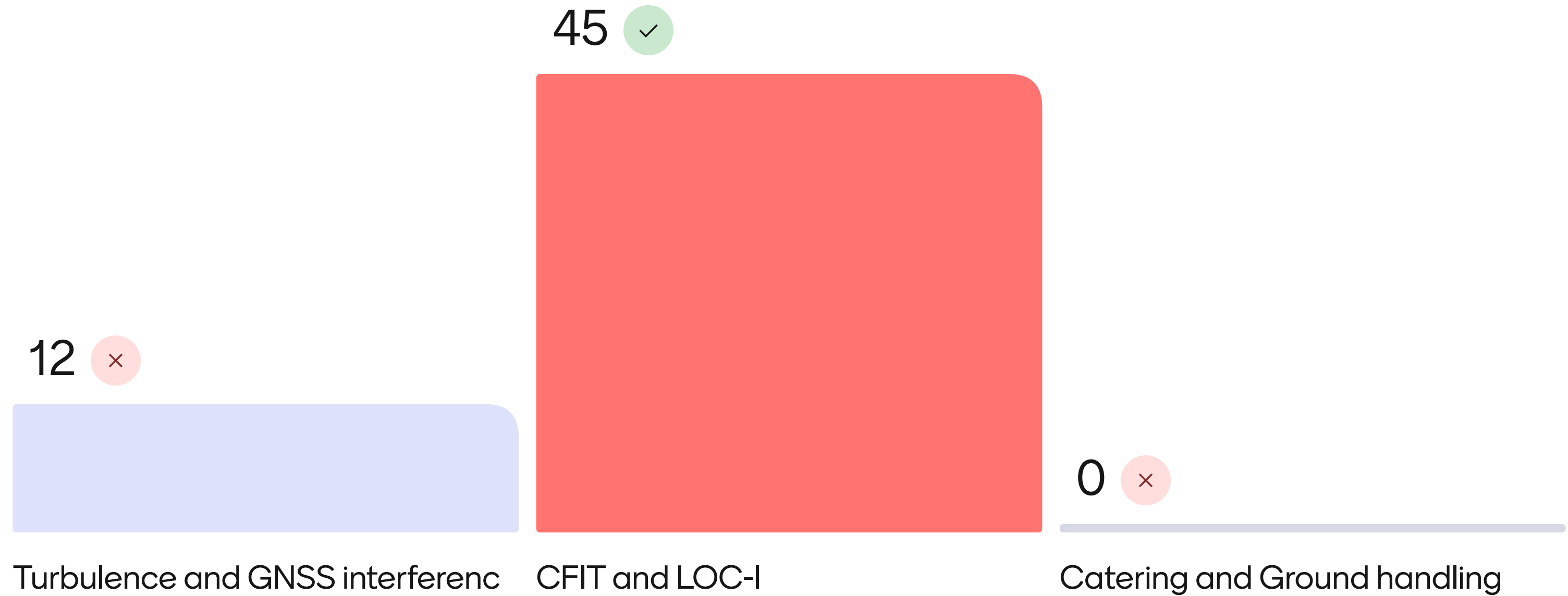
Global High-Risk Categories and Additional Risk Areas under the GASP 2026–2028

Global High-Risk Categories (G-HRCs) maintained in the GASP 2026–2028:

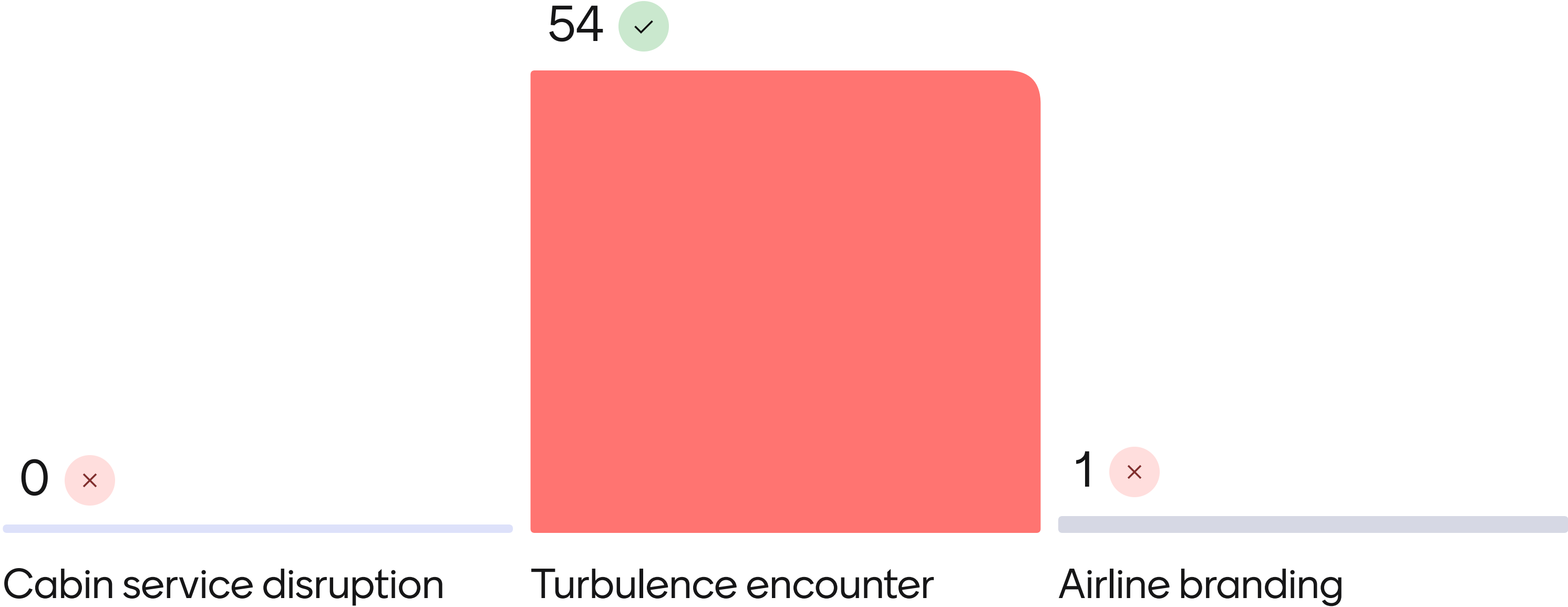
- CFIT
- LOC-I
- MAC
- RE
- RI

The GASP also addresses additional global risk categories such as turbulence encounter.

11. The GASP 2026–2028 maintains which High-Risk Categories (G-HRCs)?



12. The GASP also addresses additional global risk categories such as:



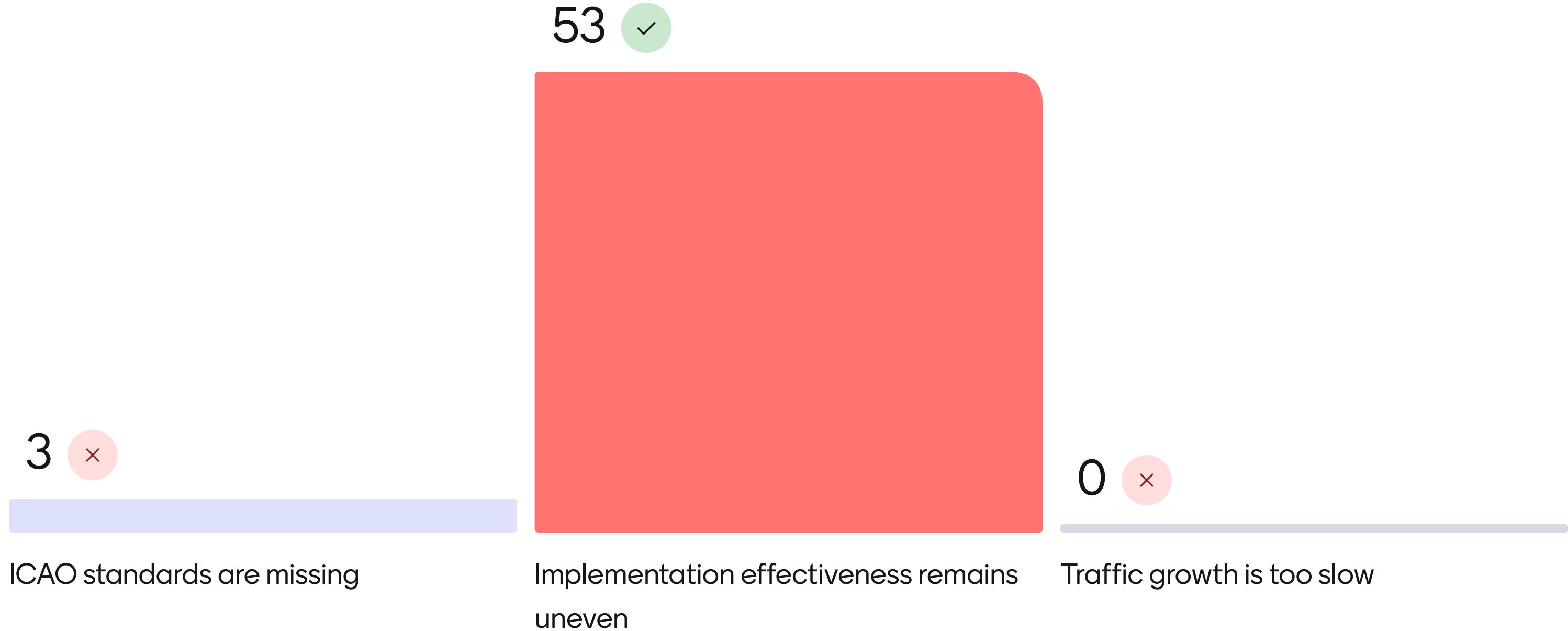
Implementation Challenges Identified in Regional Documentation

WP/09 and the ANC Review (P03) identify:

- Stagnation in EI indicators (AGA and ANS)
- Stagnation in SSP implementation
- Low levels of implementation in SSP and AIG

The GASP 2026–2028 identifies Global Organizational Challenges, including insufficient financial resources and lack of qualified technical personnel.

13. WP/09 highlights that stagnation of indicators suggests:



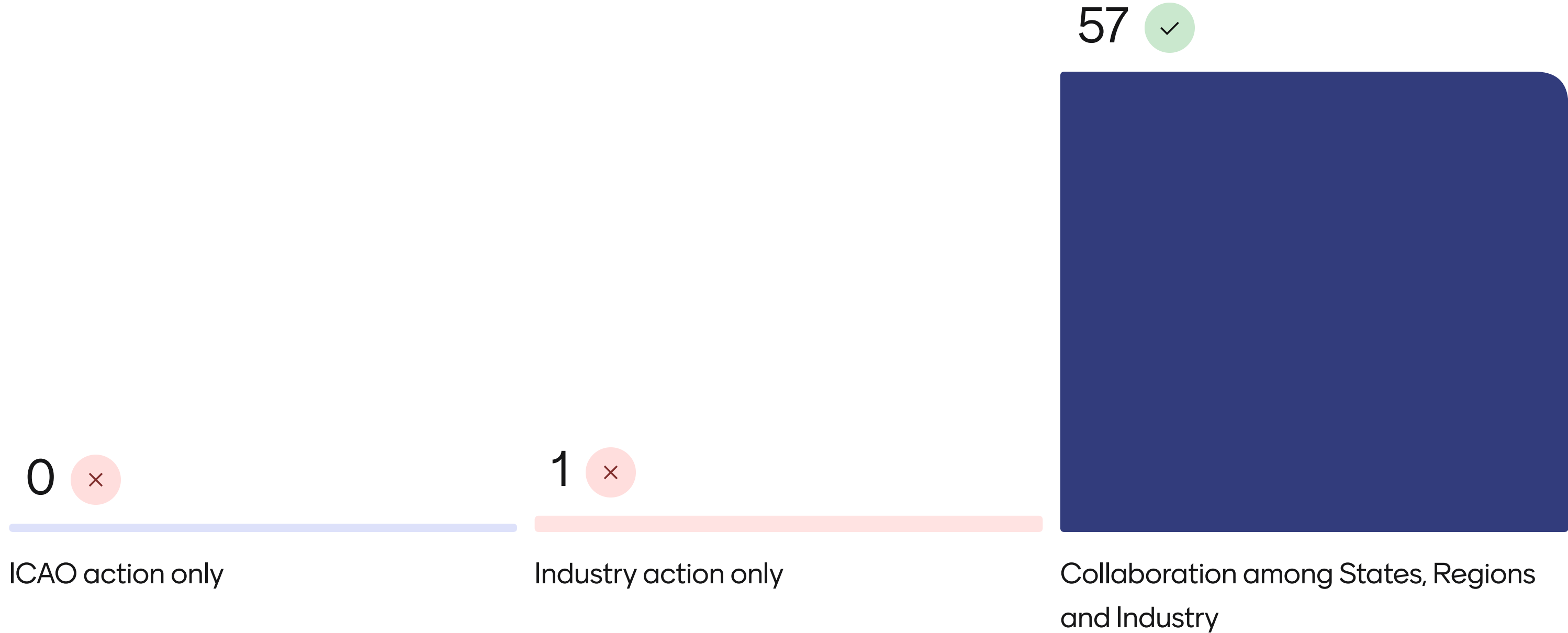
Regional Support Mechanisms

RASG-PA promotes:

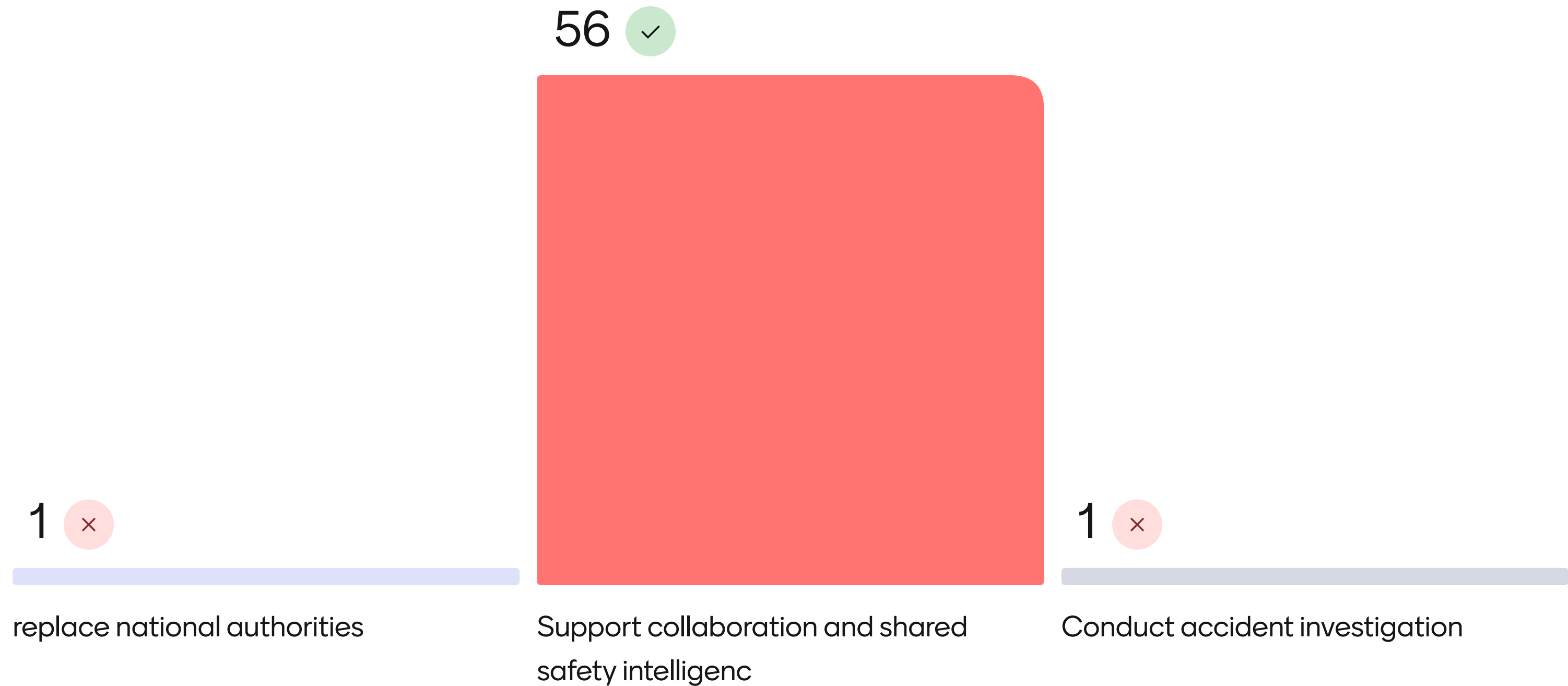
- Collaborative Safety Teams (CSTs)
- Regional collaboration among States and stakeholders
Information sharing to support risk mitigation

The GASP emphasizes collaboration among States, regions and industry to achieve safety goals.

14. The GASP states that achieving safety goals requires:



15. The CST Strategy document indicates that CSTs are intended to:



Discussion

For your State:

Which of these challenges is most critical today?

- SSP implementation
- AIG implementation
- Qualified technical personnel (CE-4)
- Sufficient financial resources for safety oversight
- Alignment of NASP with RASP and GASP



**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**

