JAMAICA

ANNUAL AVIATION SAFETY REPORT

2025

JAMAICA CIVIL AVIATION AUTHORITY

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Foreword

The air transport industry plays a significant role in Jamaica's economic activity, development and disaster preparation and recovery. A key element for maintaining the vitality of the civil aviation sector is to ensure safe, secure, efficient and environmentally sustainable operations at the global, regional and national levels. The Jamaica Civil Aviation Authority (The Authority) is a statutory body within the portfolio of the Ministry of Energy, Transport and Telecommunications (METT); the Government of Jamaica ministry with responsibility for civil aviation. The Authority's mission is: "to ensure that the public is provided with a safe, reliable, efficient and user-friendly air transport system, being cognizant of the standards and recommended practices developed by the International Civil Aviation Organization".

The Authority's mission was significantly tested in the last quarter of 2025. Hurricane Melissa struck Jamaica as a Category 5 hurricane on October 28, 2025. In the immediate aftermath of this tropical cyclone, The Authority played a pivotal role in the nation's response and recovery; ensuring that humanitarian relief supplies were safely, securely and efficiently transported into the country by air.

The International Civil Aviation Organization (ICAO) is a specialized agency of the United Nations. ICAO was established in 1944 to promote the safe and orderly development of international civil aviation globally. As a signatory to the Chicago Convention, Jamaica is one of one hundred and ninety-three (193) ICAO Member States. The continuous, and exponential development and innovation in the aviation sector must be matched with updates of harmonising international aviation documentation. Today, ICAO manages over 12,000 constantly evolving Standards and Recommended Practices (SARPs) across nineteen (19) Annexes and seven (7) Procedures for Air Navigation Services (PANS) to the Convention on International Civil Aviation (the "Chicago Convention"). On behalf of Jamaica, in the execution of the treaty obligations related to the Chicago Convention, and the Civil Aviation Act that has ratified those obligations, The Authority is mandated to adhere to and incorporate these ICAO SARPs into the local regulatory framework.

The fundamental strategic objective for ICAO, Jamaica and The Authority is to enhance civil aviation safety. The Authority, in concert with ICAO and our regional and local partners constantly work to enhance global aviation safety through the following coordinated activities:

1. Development, standardization and development of aviation policy;
2. Monitoring of key safety trends, safety performance indicators (SPIs) and safety performance targets (SPTs);
3. Deployment of specific programmes to address identified safety issues; and
4. Support for implementation of safety-critical initiatives and projects.

Jamaica's National Aviation Safety Plan (NASP) presents the national strategic direction for the management of aviation safety. The Jamaica NASP is aligned with the ICAO Global Aviation Safety Plan (GASP) and is an action plan that describes how Jamaica implements and monitors a slate of safety enhancement initiatives (SEIs) to achieve national goals and the associated targets. This data-driven plan defines the strategy for improving safety; and sets goals and targets that address national aviation safety issues. The Jamaica NASP is also the means by which related SEIs are developed and

monitored for effectiveness. The Jamaica NASP can be found on the JCAA website at https://www.jcaa.gov.jm/index.php/regulatory-affairs/safety-and-security-oversight/

This Jamaica Aviation Safety Report 2025 provides data and analysis on accidents and incidents for the calendar year 2025. Results of analyses of Safety Information from 2020 through to 2025 are presented and used as benchmarks for comparison.

Executive Summary

Following the severe curtailment of aviation activity in 2020 due to the COVID-19 pandemic, aviation activity in Jamaica and around the globe has steadily increased year on year. In 2023, Jamaica surpassed pre-pandemic levels of activity and continues to grow in the aviation sector. While the aftereffects of Hurricane Melissa in October 2025 had a limiting effect on Jamaica's aviation activity for the last quarter of 2025 calendar year, there was still a one percent (1%) increase in aircraft movement for 2025 when compared to 2024. This is a testament to the resilience of Jamaica's aviation industry.

There were no aircraft accidents reported in Jamaica for the 2025 calendar year. This outcome returns Jamaica to its normal range of accident reports following three (3) accidents reported in 2024.

The industry reported One Hundred and Fifty-Eight (158) safety occurrences to the Jamaica Civil Aviation Authority in 2025. Of that total, fifteen (15) or nine percent (9%) related to the prioritized occurrence categories under the Jamaica NASP. These specially monitored occurrence categories are deemed National High-Risk Categories of occurrences (N-HRCs).

Safety Trends and Accident Statistics and Analysis

In 2025, the trend of increases in the number of safety reports received by the Jamaica Civil Aviation Authority continued. In 2023, there were one hundred and ten (110) mandatory and voluntary reports. In 2024, there were one hundred and thirty-nine (139). In 2025, there were one hundred and fifty-eight (158) reports. This increase is seen as positive progress; as more aviation personnel and the public at large increasingly use various means to report safety occurrences to the Authority. This safety data is managed from a central database.

There were no aircraft accidents reported in Jamaica for the 2025 calendar year.

The cumulative accident rate per one million aircraft movements over the past five (5) years is 4.38 accidents per million movements. The global average for 2024 was 2.56 with total global aircraft movements for 2024 with 37.09 million flights. Jamaica's accident rate per one million aircraft movements must, therefore, be viewed from the perspective of a relatively low number of aircraft movements. The summary details of accidents occurring in Jamaica in the past five (5) years is provided in **Table 1** below.

Year	Num. of Accidents	Num. of Fatalities	Details
2020	0	0	
2021	1	0	XBJMR unauthorized flight in Portland Cottage, Clarendon
2022	0	0	
2023	1	1	N3254B fatal accident in Hamstead, St. Mary
2024	3	0	Unregistered aircraft in Braes River, St. Elizabeth N51157 runway excursion at Tinson Pen N651UA severe turbulence during overflight
2025	0	0	

Table 1: Accident Data 2020 – 2025
Source: JCAA Flight Safety Department

Accident Statistics

Commercial Air Transport MTOW over 5700 kg

For the calendar year 2025 there were **zero (0)** accidents involving commercial air transport aircraft with a Maximum Take Off Weight in excess of 5,700 kg.

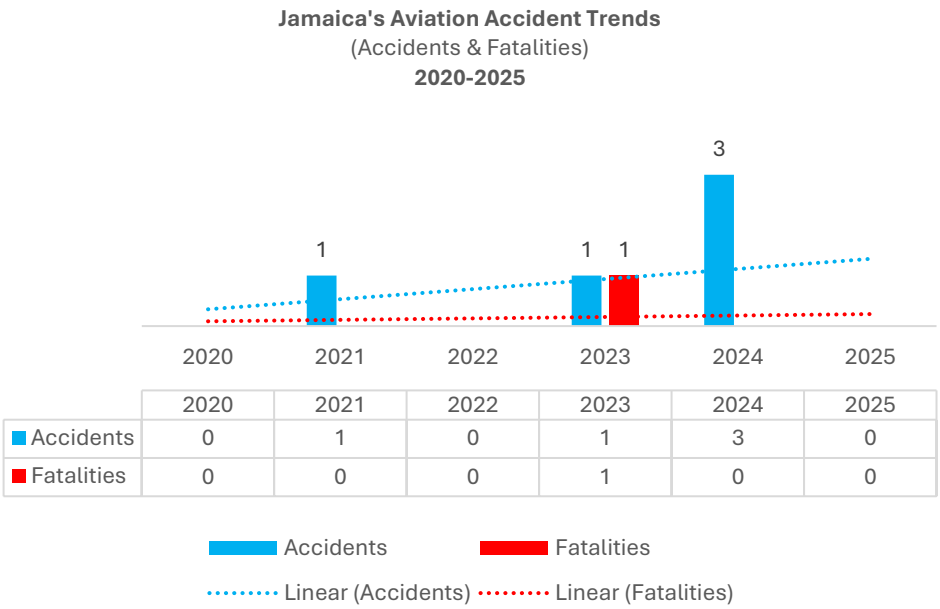
Commercial Air Transport MTOW below 5700 kg

For the calendar year 2025 there were **zero (0)** accidents involving commercial air transport aircraft with a Maximum Take Off Weight of 5,700 kg or lower.

General Aviation Operations

For the calendar year 2025 there were **zero (0)** accidents involving general aviation operations.

The **Accident Trends** are presented in **Figure 1** below.



	2020	2021	2022	2023	2024	2025
Accidents	0	1	0	1	3	0
Fatalities	0	0	0	1	0	0

Figure 1: Jamaica's Aviation Accident Trends – Accidents and Fatalities (2020-2025)

The details on the previous years' accidents are as follows:

In 2021 a Sabre 60 aircraft registered XBJMR was on a private domestic flight plan submitted in Mexico. For reasons unknown, the aircraft entered Jamaica's airspace without contact with air traffic control and crashed in the Portland Cottage, Clarendon. The final report can be located on JCAA website at https://www.jcaa.gov.jm/wp-content/uploads/2024/02/2021-Jan-23-XBJMR-Final-Report.pdf

In 2023 a Univair Aircraft Corporation ERCO 415-C registered N3254B was on a private domestic flight between Tinson Pen and Ian Fleming International Airport. The aircraft subsequently crashed in St. Mary. The final report is available on JCAA website at https://www.jcaa.gov.jm/wp-content/uploads/2025/06/N3254B-Aircraft-Accident-Investigation-Final-Report.pdf

In 2024 an aircraft of unknown registration and unknown type was discovered burnt out on an unregulated rudimentary landing strip in Braes River, St. Elizabeth. The severe damage and what appeared to be deliberate obfuscation of the aircraft registration made it impossible to determine its details. There was no authorized aircraft movement reported in the area at the time of the discovery of the burnt remains. The final report is available on JCAA website at https://www.jcaa.gov.jm/wp-content/uploads/2024/08/2024-Jan-6-JA-2024-01-Final-Report-1.pdf

In 2024 a Piper PA-34-T200 registered N51157 on a private domestic flight between Sangster International Airport and Tinson Pen Aerodrome experienced a runway excursion while landing at the Tinson Pen Aerodrome resulting in an accident. The investigation into this accident continues. The interim report is available on JCAA website at https://www.jcaa.gov.jm/wp-content/uploads/2025/08/N51157-AIRCRAFT-ACCIDENT-INVESTIGATION-UPDATE-August-2025.pdf

In 2024 a Boeing 767-322 on an international flight from Rio de Janeiro, Brazil to Houston, Texas, United States experienced a turbulence encounter while overflying the Kingston Flight Information Region. The occurrence resulted in serious injuries to one (1) occupant of the aircraft. Given the circumstances of the accident the United States National Transportation Safety Board conducted the investigation. The final report is available on NTSB website at https://www.ntsb.gov/Pages/ResultsV2.aspx?queryId=3e008a47-406d-4cd2-bcc4-841c0ccd3e26

Figure 2 (Jamaica - Total Aircraft Movements 2019-2025) below provides the aircraft movements data (overflights, inbound, outbound and domestic flights) in Jamaica over the six (6) year period. Following the severe contraction in travel demand 2020 due to the COVID-19 pandemic, flight movements have steadily increased in the post-pandemic years.

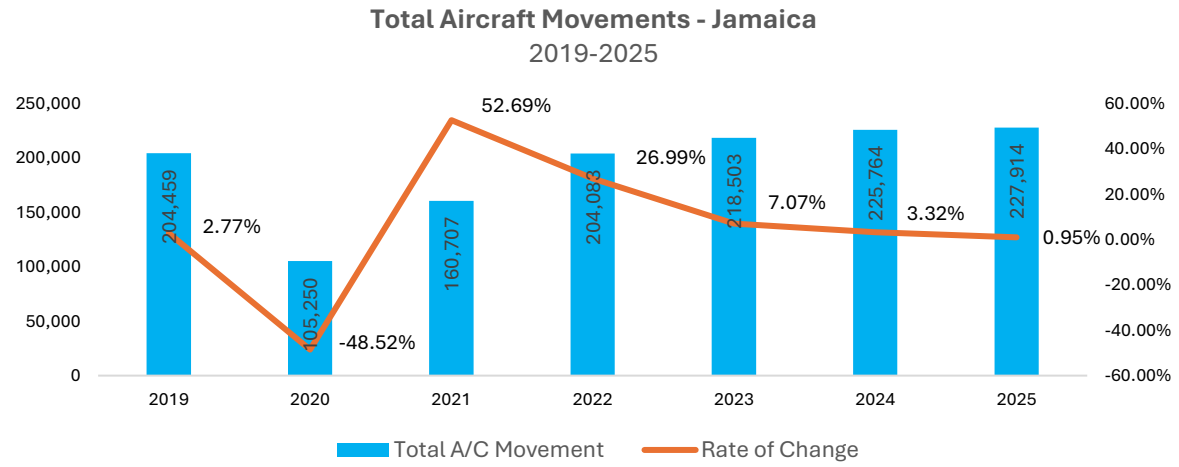


Figure 2: Jamaica – Total Aircraft Movements (2020 – 2025)
Source: JCAA Flight Safety Department

Accident Rate

The accident rate per million aircraft movements for 2025 shows a return to zero accidents following the increase seen in 2024. The increase in 2024 must be taken in the context of the types of accidents that occurred in the year, with minimal impact and no fatality recorded. The details of these accidents are provided above. Additional consideration is the number of aircraft movements in the airspace. The accident rate for the 2020-2024 period is depicted in **Figure 3** below.

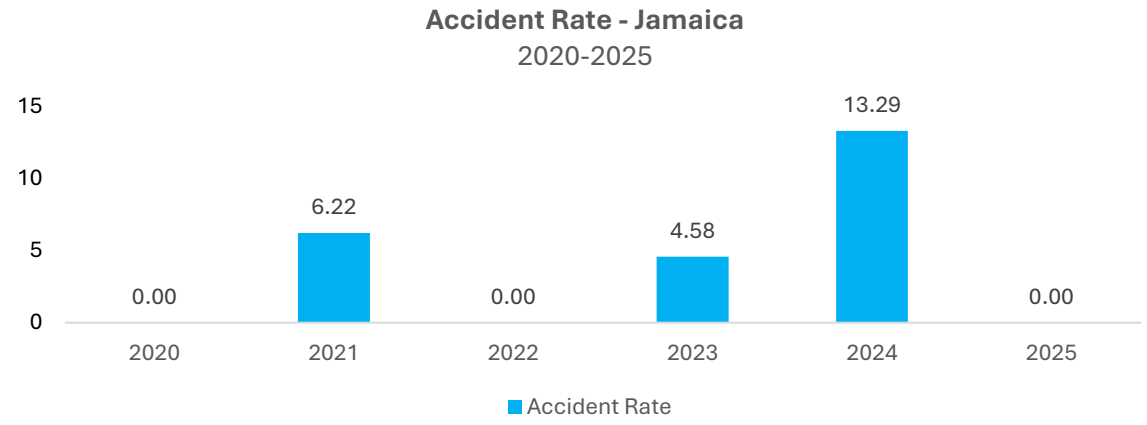


Figure 3: Accident Rate – Jamaica (2020-2025)
Source: JCAA Flight Safety Department (2025)

Aviation Occurrences Statistics

In 2024-2026 Jamaica NASP, a series of national high-risk categories of occurrences ("N-HRCs") have been identified. The Jamaica Civil Aviation Authority monitors these N-HRCs and the related mitigations to manage the risk of accidents. The N-HRC categories were determined based on trends identified through the review of past accidents, serious incidents and reportable occurrences that have occurred in previous years. The analysis of these safety data collected from proactive and reactive sources within the local aviation industry shows that the following N-HRCs should be prioritized:

1. Pilot Decision-Making;
2. Loss of Aircraft Separation;
3. Aerodrome Infrastructure Deficiencies; and
4. Incursion at Aerodromes;

The data collected by way of mandatory and voluntary occurrence reporting and oversight conducted by the Authority is collated and analysed to determine safety occurrences impact on the four (4) safety priorities identified in the 2024-2026 Jamaica NASP.

For 2025, **One Hundred and Fifty-Eight (158)** mandatory and voluntary occurrences were reported by industry participants to the Jamaica Civil Aviation Authority. **Appendix 1** provides the ICAO Common Taxonomy (2021) for aviation occurrences.

Under **Pilot Decision-Making**, the following taxonomy categories would apply:

1. UIMC – Unintended Flight into IMC conditions;
2. LALT – Low Altitude Operations;
3. CFIT – Controlled Flight Into Terrain; and
4. AMAN – Abnormal Maneuvering.

Under **Loss of Aircraft Separation**, the following taxonomy category would apply:

1. MAC – Air Proximity Alert, TCAS, Mid Air Collision

Under **Aerodrome Infrastructure Deficiencies**, the following taxonomy category would apply:

1. ADRM – Aerodrome

Under **Incursion at Aerodromes**, the following taxonomy categories would apply:

1. RI – Runway Incursion; and
2. WILD – Collision or risk of Collision with Wildlife.

Figure 4 below illustrates the breakdown by ICAO Taxonomy category for each of the **One Hundred and Fifty-Eight (158)** occurrences reported by industry participants to the Jamaica Civil Aviation Authority in 2025. The highlighted items are the N-HRCs that have been prioritized for monitoring.

A total of **fifteen (15)** or **9%** related to the prioritized N-HRCs identified under the 2024-2026 Jamaica NASP.

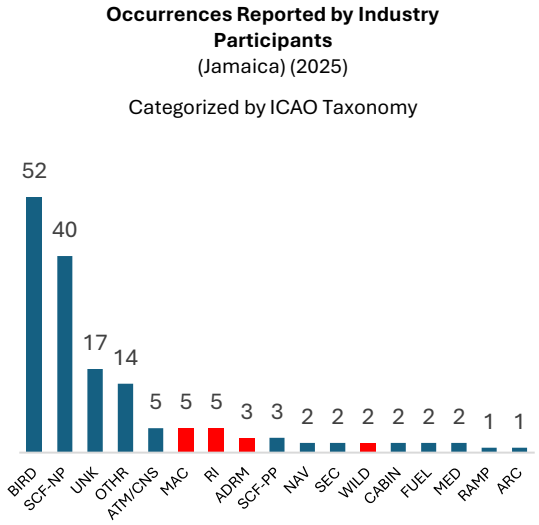


Figure 4: 2025 Occurrences Reported by Industry Participants (Categorized by ICAO Taxonomy)
Source: JCAA Flight Safety Department

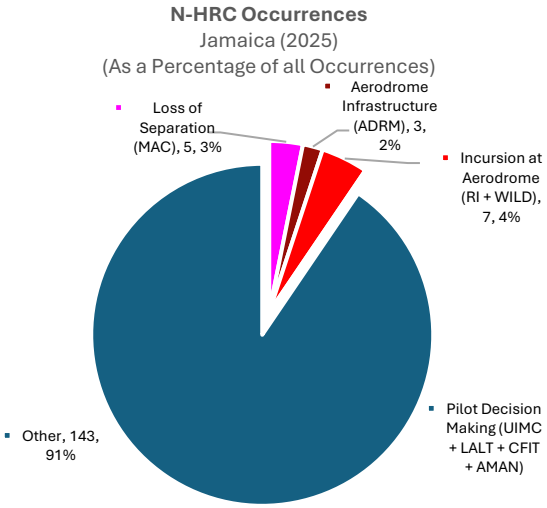


Figure 5: 2025 Occurrences Reported by Industry Participants (Categorized by ICAO Taxonomy)
Source: JCAA Flight Safety Department

Local Safety Initiatives

In addition to the routine oversight activities, including on-site inspections, the JCAA developed and executed various safety initiatives over the year to enhance safety, based on deteriorating safety trends identified. These initiatives were designed to address incident reports received from mandatory and voluntary industry sources as well as trends identified in the various oversight activities conducted throughout the year. These initiatives can be broken down into six categories; Capacity Building, Conferences, Certification, Communication and Coordination.

Capacity Building

A Heads of Agreement was signed with ICAO's Capacity Development and Implementation Bureau (CDI) in collaboration with Airports Council International (ACI) for a series of joint workshops, training sessions, access to ICAO/ACI Library of Manuals and a tabletop audit in collaboration with all three international aerodrome operators regarding Aerodrome Certification.

A Memorandum of Understanding was signed with Boeing to provide our Airworthiness Inspectors with access to Boeing's library of training modules.

Throughout the year, the JCAA inspectors participated in over forty (40) training sessions to enhance their skills in conducting oversight of various areas of the local aviation industry.

In conjunction with our regional partners at Eastern Caribbean Civil Aviation Authority (ECCA) a week of training was held in Air Cargo and Mail security oversight and its implications on aviation safety.

One aerodromes inspector was added to the cadre of inspectors during the year.

Conferences

Some nine (9) symposiums were held with various interest groups in the industry to address safety trends in that subgroup of the industry. These symposiums included drone operators, local air operators, aviation training schools and Next Generation Aviation Professionals (NGAP).

Our Air Navigation Services inspectorate assisted in developing and participated in the Jamaica Defence Force regional series of Search And Rescue (SAR) full scale exercises in January 2025. The scenario related to aviation SAR saw a commercial passenger aircraft crash in the waters north of the Ken Jones aerodrome. The exercise practiced the coordination of various local and international assistant partners, managing the rescue of multiple crash victims in the waters north of the aerodrome, bringing them ashore and distributing them to various medical facilities in the area.

Certification

PAC Kingston Airport Limited (PACKAL) completed the certification of the Norman Manley International Airport in March 2025.

Communication

During the year, nine (9) Flight Safety Notifications (FSN) were either revised/updated or initially issued to provide guidance on various themes to the industry.

One of the most important of these Flight Safety Notifications was regarding Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI). GNSS provides positioning, navigation and timing information and is the backbone of modern aviation navigation. Unfortunately, global trends have seen interference with the signals associated with GNSS, especially in conflict zones. The FSN on GNSS interference reminded the local aviation community of the possibility of these inference activities and what measures should be employed to ensure that safety of flight is not compromised. The community was also reminded of the need to report these possible interference activities to the JCAA.

Another communication initiative as requested from industry was the publishing of physical posters at unmanned aerodromes and via social media reminding pilots of the need for and avenues available to file a Visual Flight Rules (VFR) flight plan.

Also, at the request of industry, the number of days per month available for Personnel Licensing exam sittings was increased from two (2) to four (4).

Targeted communication was conducted with airport operators and the Air Navigation Service Provider regarding the number of Runway Incursions and Air Proximity reported during the year. The JCAA received assurance of the measures being implemented by these operators to address the negative safety trends identified.

Coordination

In the aftermath of Hurricane Melissa, the number of aircraft movement increased exponentially with relief operations being conducted by military and civilian helicopters, local and international fixed winged aircraft and unmanned aircraft. Most of these operations were concentrated in western Jamaica that took the brunt of the hit from the Hurricane. These increased and varied operations required significant coordination between military – civilian liaison, disaster management officials, air navigation services, aerodrome operators, the JCAA and local aviators, including unmanned aircraft operators.

These coordination groups met twice daily, initially to ensure information sharing and collaborative decision making thereby reducing the likelihood of hazardous situations in a compressed and saturated airspace.

Appendix 1

Commercial Aviation Safety Team (CAST) ICAO Common Taxonomy Team (CICTT) Aviation Occurrence Categories (May 2021 Definitions)

Code	Area	Description
ADRM	Aerodrome	Occurrences involving Aerodrome design, service, or functionality issues.
AMAN	Abrupt Maneuver	The intentional abrupt maneuvering of the aircraft by the flight crew.
ARC	Abnormal runway contact	Any landing or takeoff involving abnormal runway or landing surface contact.
ATM	ATM/CNS	Occurrences involving Air Traffic Management (ATM) or Communication, Navigation, Surveillance (CNS) service issues.
BIRD	Bird	Occurrences involving collisions/near collisions with bird(s).
CABIN	Cabin safety events	Miscellaneous occurrences in the passenger cabin of transport category aircraft.
CFIT	Controlled flight into/towards terrain	In-flight collision or near collision with terrain, water, or obstacle without indication of loss of control.
CTOL	Collision with obstacles during takeoff and landing	Collision with obstacle(s) during takeoff or landing while airborne.
EVAC	Evacuation	Occurrence in which either, (a) a person(s) was/were injured during an evacuation, (b) an unnecessary evacuation was performed, (c) evacuation equipment failed to perform as required, or (d) the evacuation contributed to the severity of the occurrence.
EXTL	External load related occurrence	Occurrences during or as a result of external load or external cargo operations.
FUEL	Fuel related	One or more power plants experienced reduced or no power output due to fuel exhaustion, fuel starvation/mismanagement, fuel contamination/wrong fuel, or carburetor and/or induction icing.
F-NI	Fire/smoke (non-impact)	Fire or smoke in or on the aircraft, in flight, or on the ground, which is not the result of impact.
F-POST	Fire/smoke (post-impact)	Fire/Smoke resulting from impact.
GCOL	Ground collision	Collision while taxiing to or from a runway in use.
GTOW	Glider towing related events	Premature release, inadvertent release or non-release during towing, entangling with towing, cable, loss of control, or impact into towing aircraft/winch.
ICE	Icing	Accumulation of snow, ice, freezing rain, or frost on aircraft surfaces that adversely affects aircraft control or performance.

LALT	Low altitude operations	Collision or near collision with obstacles/objects/terrain while intentionally operating near the surface (excludes takeoff or landing phases).
LOC-I	Loss of control in-flight	Loss of aircraft control while, or deviation from intended flight path, in flight. Loss of control inflight is an extreme manifestation of a deviation from intended flight path. The phrase "loss of control" may cover only some of the cases during which an unintended deviation occurred.
LOC-G	Loss of control-ground	Loss of aircraft control while the aircraft is on the ground.
LOLI	Loss of lifting conditions enroute	Landing enroute due to loss of lifting conditions.
MAC	Airprox/ ACAS alert/ loss of separation/ (near) mid-air collisions	Air proximity issues, Traffic Collision Avoidance System (TCAS)/Airborne Collision Avoidance System (ACAS) alerts, loss of separation as well as near collisions or collisions between aircraft in flight.
MED	Medical	Occurrences involving illnesses of persons on board an aircraft
NAV	Navigation errors	Occurrences involving the incorrect navigation of aircraft on the ground or in the air.
OTHR	Other	Any occurrence not covered under another category.
RAMP	Ground handling	Occurrences during (or as a result of) ground handling operations.
RE	Runway excursion	A veer off or overrun off the runway surface.
RI	Runway incursion	Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft.
SEC	Security related	Criminal/Security acts which result in accidents or incidents (per Annex 13 to the Convention on International Civil Aviation).
SCF-NP	System/component failure (non-powerplant)	Failure or malfunction of an aircraft system or component other than the powerplant.
SCF-PP	System/component failure (powerplant)	Failure or malfunction of an aircraft system or component related to the powerplant.
TURB	Turbulence encounter	In-flight turbulence encounter.
UIMC	Unintended flight in IMC	Unintended flight in Instrument Meteorological Conditions (IMC).
UNK	Unknown or undetermined	Insufficient information exists to categorize the occurrence.
USOS	Undershoot/overshoot	A touchdown off the runway/helipad/helideck surface.
WILD	Wildlife	Collision with, risk of collision, or evasive action taken by an aircraft to avoid wildlife on the movement area of an aerodrome or on a helipad/helideck in use.
WSTRW	Wind shear or thunderstorm	Flight into wind shear or thunderstorm.

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