



APAC AIG/13 Agenda Item 3 – Update on ICAO AIG-related requirements and activities

30 October 2025

**Addressing Systemic Challenges related to APAC-AIG Oversight Capabilities
in AP-RASP 2026–2028**

**Presented by
ICAO APAC RO on behalf of AP-RASP WG (Thailand)**



Background

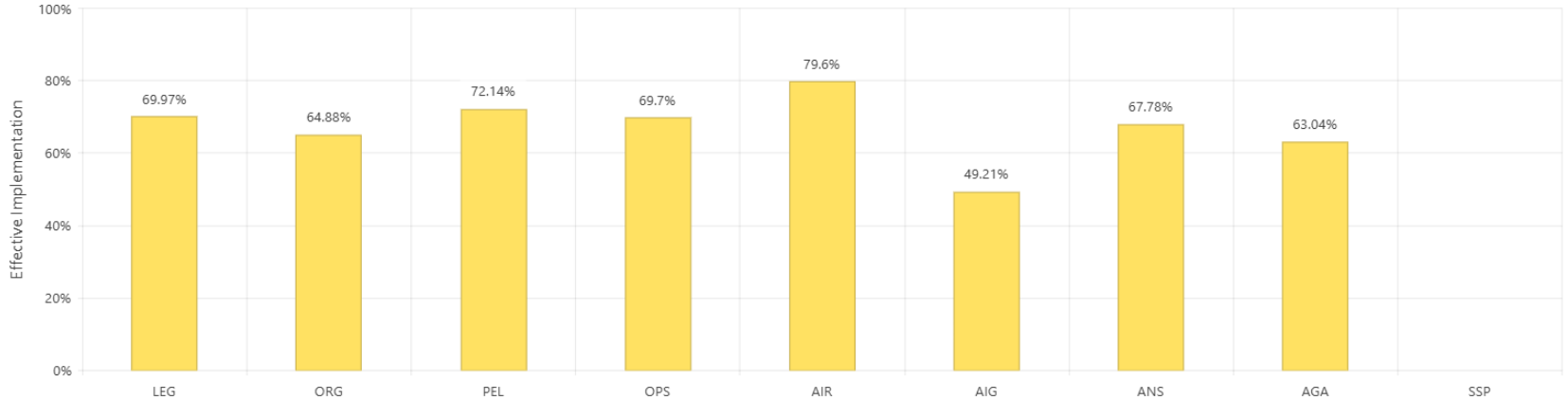
- ❖ The Draft **AP-RASP (2026–2028)** is being finalized to fully align with the ICAO Global Aviation Safety Plan (GASP) 2026 - 2028.
- ❖ The regional plan is specifically designed to address operational safety risks and **systemic challenges** faced by States in the Region.
- ❖ A key focus for the systemic challenge is strengthening APAC States **oversight capability**, with the AP-RASP Working Group analyzing USOAP data to identify the most critical issues to set **regional targets**



Overview of oversight in capability

EI by Audit Area

Priority PQs only Compare: Regional BAR CHART RADAR CHART



❖ Global EI average: 70.3% APAC EI average: 66.6%

❖ APAC EI for AIG lowest: 49% (vs. AGA 62%)

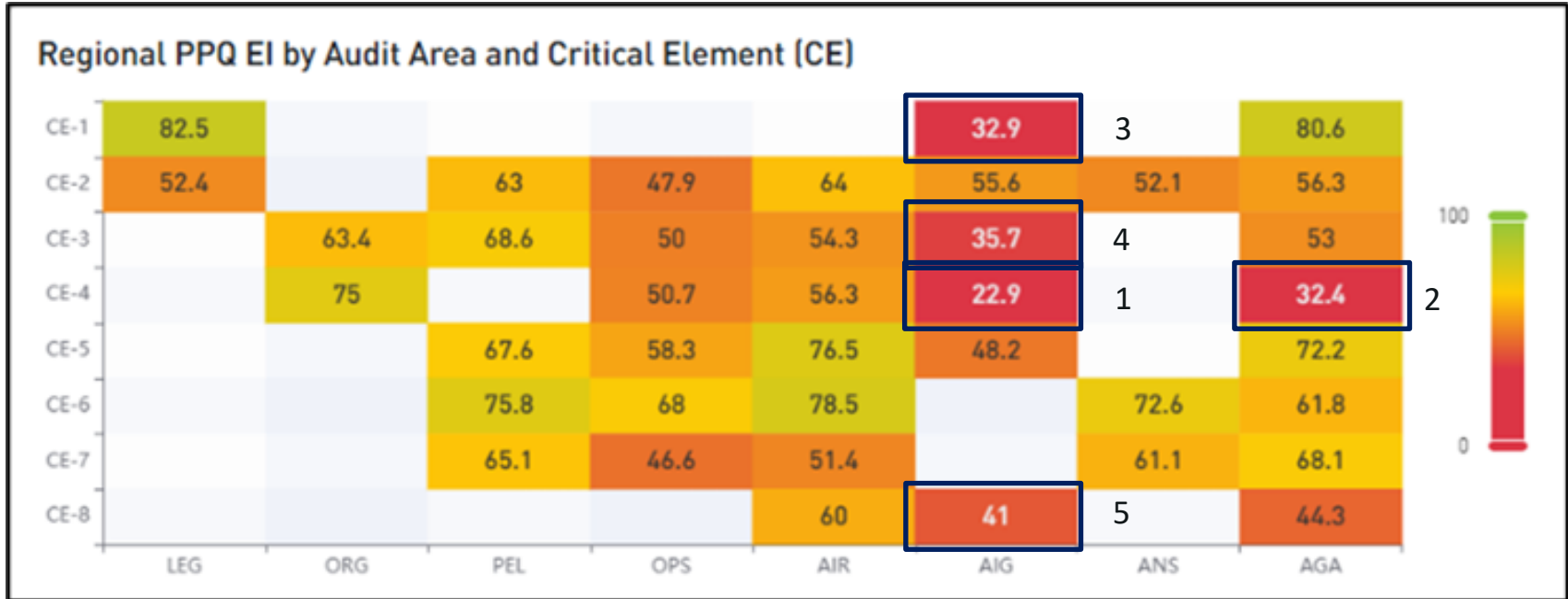
*Data extracted date: July 2025



Methodology

- ❖ The study followed GASP approach by using USOAP CMA including:
 - ❖ Priority Protocol Questions (PPQs) heat map between Audited Areas (AAs) and Critical Elements (CEs)
 - ❖ Review PPQs

Regional PPQs Heat map AA vs CE





Study PPQs of CE3 (State Civil Aviation System and Safety Oversight Functions)

PQ	Questions
6.101	Has the State established an investigation authority with a clear and documented structure and in a manner that ensures independence from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation?
6.113	Has the State implemented a mechanism to ensure that the accident investigation authority has sufficient personnel to meet its national and international obligations related to aircraft accident investigations?



Key Findings for APAC Region (from USOAP CMA):

- Personnel (CE-4): Insufficient availability and qualification of AIG technical personnel.
- Legislation (CE-1): Deficient legislative framework to ensure AIA's functional and institutional independence.
- Organization (CE-3): Limited Independent AIA institutional and organizational capacity
- Safety Follow-up (CE-8): Ineffective processes for tracking and implementing Safety Recommendations



AP-RASP 2026-2028 Targets – Goal 2

Goal 2: Strengthening States' safety oversight capabilities

Proposed Targets AP-RASP 2026–2028:

By 2028:

- All APAC States achieve at least global average EI for CE-4
- At least 70% establish independent AIA in accordance with Annex 13

Note: No target has been set to directly address CE8



Other related Targets in AP-RASP – Goal 3

Goal 3 Establish and manage State safety programmes (SSPs)

- By 2026, all APAC States to assess the level of implementation of their SSP
- By 2028, all APAC States to establish an SSP



Other related Targets in AP-RASP – Goal 4

Goal 4 Increase regional Collaboration

- By 2026, the APAC region to **identify APAC States** that need assistance to address highest priority safety issues based on their effective Implementation (EI) Groups:
 - Group 1: EI < 50 %
 - Group 2: 50 % < EI < 75 %
- By 2028, the APAC region to **facilitate the required assistance** to the APAC States as identified in Target 4.1 to address the highest priority safety issues
- By 2028, RASG-APAC to increase the percentage of States **actively leading** RASG activities



Roadmap and Actions

- Safety Enhancement Initiatives (SEIs) or **Actions** are required to help the region achieve the targets
- The existing initiatives from AP-RASP 2023 - 2025, addressed in AIG Yearly Work Programme are expected to be **continued**
- **New actions** are proposed to compliment the existing initiatives and can be streamlined as appropriated



Existing initiatives: AP-RASP 2023 - 2025

- **A.II.1** Conduct workshops and courses to promote effective implementation of SARPs, especially in the technical areas of ANS, AIG, AGA
- **A.III.1** Support the robust implementation and continuous improvement of SMS and SSP
- **A.III.2** Improve the sharing of best practices in safety management, safety data and analyses among regional platforms including APANPIRG Sub- groups via RASG-APAC
- **A.V.1** Integrate the existing basic building blocks of RASG-APAC/ APRAST towards the envisioned safety data collection and processing system (SDCPS) for the APAC region
- **A.V.2** Enhance the terms of reference (TORs) of various regional bodies using a TOR framework
- **A.V.3** Improve the communication of activities and coordination of schedules among regional bodies and meetings, regional workshops/ courses, e.g. via a one-stop calendar of regional events
- **A.V.7** Establish an independent accident and incident investigation authority (AIIA) as required by Annex 13, as well as related investigation system and procedures



Proposed additional strategies

- a) Support the development of **regional training programmes (*)** for AIG capacity building
- b) Implement **targeted training and capacity-building** programmes for AIG personnel.
- c) Provide **technical assistance (*)** to support the establishment and strengthening of independent AIA.
- d) Promote regional information-sharing and collaborative investigation practices through Asia Pacific Regional Aviation Safety Group (RASG-APAC) and ICAO platforms.

(*) Ongoing initiatives exist



Decisions/Conclusions

The meeting is invited to:

- Note the proposed targets and strategies
- Discuss on regional support initiatives for AP-RASP 26-28
- Facilitate coordination and resource allocation



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THANK YOU