

DEVELOPMENT OF A REGIONAL APPROACH FOR STATES' SDCPS

(Presented by Pakistan)

AP RASP 2026-2028 TARGETS 2.4 AND 3.2

<p>Goal 2: <i>Strengthening States' safety oversight capabilities</i></p>	<p>2.4</p>	<p>By 2028, at least 70 percent of APAC States to establish independent Accident Investigation Authority (AIA) or arrangement to delegate investigation responsibilities to regional accident and incident investigation organization/other states</p>	<ul style="list-style-type: none"> • Percentage of States that establish the Independent AIA
<p>Goal 3: <i>Establish and manage State safety programmes (SSPs)</i></p>	<p>3.1</p>	<p>By 2026, all APAC States to assess the level of implementation of their SSP</p>	<ul style="list-style-type: none"> • Percentage of States having completed their SSP PQ self-assessment, using the ICAO online framework (OLF)
	<p>3.2</p>	<p>By 2028, all APAC States to establish an SSP</p>	<ul style="list-style-type: none"> • Percentage of States having established an SSP • Percentage of States having established a safety data collection and processing system (SDCPS) • Percentage of States having established a framework for the protection of safety data and safety information

1. INTRODUCTION

1.1 – Requirements & Importance of SDCPS

- SSP/SDCPS by 2028.
- Annex 19 & Doc 10159 requirements.
- SDCPS: structured tools.

1.2 – Challenges Faced by APAC States w.r.t SDCPS development

- Capacity, standardization and integrated systems.
- Data fragmented across multiple unconnected sources.
- Gaps hinder safety intelligence, oversight and AP-RASP/GASP progress.

1.3 – Proposed Regional Approach

- A harmonized regional model for SDCPS development.
- Key modules, data-collection methods and phased rollout.
- ICAO APAC Office to lead monitoring and support for consistent adoption

2. DISCUSSION

2.1. Proposed minimum contents of a state SDCPS

- 2.1.1 State MOR System**
- 2.1.2 State VOR System**
- 2.1.3 Accident and Incident Database**
- 2.1.4 Regulatory Oversight Audit Modules [MRO, RPT, GA, ADM, ANS, ATOS, GHAs & Others]**
- 2.1.5 FDM Data Collection Interface**
- 2.1.6 Safety Assessments and Surveys Module**
- 2.1.7 Taxonomy and Coding Engine**
- 2.1.8 Centralized State Safety Database**
- 2.1.9 Analysis and Safety Intelligence Layer**
- 2.1.10 Dashboards and Reports**
- 2.1.11 Governance and Data Protection Module**

2. DISCUSSION

2.2. Why strong regional support is necessary

2.2.1 Without coordinated regional guidance, States risk:

- **Adopting incompatible approaches,**
- **Slowing progress**
- **Weakening regional safety intelligence**
- **Ultimately hindering the achievement of AP RASP Goal 3**

A harmonized regional model will:

- **Ensure consistent interpretation of ICAO provisions**
- **Provide common minimum capabilities for all States**
- **Support predictive and risk-based oversight**
- **Enhance readiness for future ICAO and partner assessments**

2.2.2. Therefore, Regional guidance is essential to achieve AP-RASP Regional Goal 3

2. DISCUSSION

2.3. Phased implementation of SDCPS by states

2.3.1 Phase 1: National Planning and Gap Analysis (0–6 months)

Outputs: Gap analysis report, high-level SDCPS architecture, and an approved national roadmap.

2.3.2 Phase 2: Development of Core Modules (6–24 months)

Outputs: Prototype SDCPS modules, configured taxonomies, and initial system integration.

2.3.3 Phase 3: Integration, Testing and Adoption (24–30 months)

Outputs: Fully integrated and tested SDCPS, trained users, operational governance arrangements and formal SSP/oversight integration.

2.3.4 Phase 4: Full Operationalization and Maturity (30–36 months)

Outputs: Mature SDCPS delivering comprehensive safety intelligence, supporting SPIs and risk-based oversight and generating good practices for regional sharing.

2. DISCUSSION

2.4. Bi-Annual SDCPS Progress Reviews

- 2.4.1 Monitor and record States' progress against the four implementation phases**
- 2.4.2. Identify States requiring targeted technical or capacity-building assistance**
- 2.4.3. Conduct, upon request and based on needs assessments, SDCPS-focused technical missions**
- 2.4.4 Publish a bi-annual regional report summarizing overall progress**

2. DISCUSSION

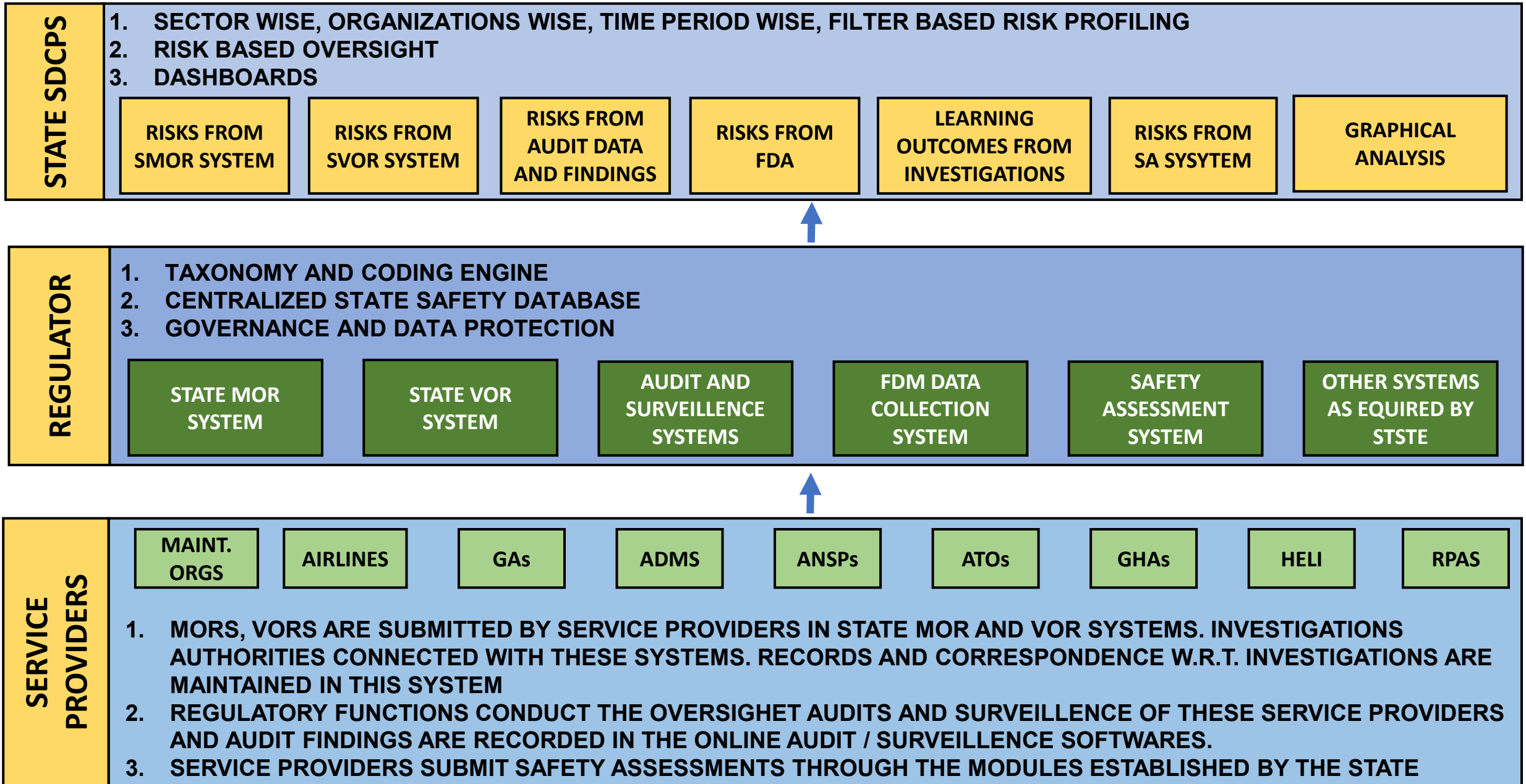
2.5. Role of ICAO APAC regional office and regional support sessions

- **Doc 10159 highlights the importance of regional collaboration, sharing and exchange of safety intelligence**
- **ICAO APAC Office may conduct a series of regional SDCPS implementation support sessions.**
- **These sessions would help ensure that States are working according to a common plan,**

3. ACTION BY THE MEETING

- 3.1. Endorse the proposed minimum SDCPS content, data-collection mechanisms and phased implementation strategy, and encourage States to conduct gap analyses and develop national SDCPS plans accordingly.**
- 3.2. Request ICAO APAC Regional Office to establish a regional SDCPS monitoring framework, including annual reviews, technical missions, and to deliver a structured programme of SDCPS implementation support sessions.**
- 3.3. Encourage APAC States to actively participate in regional activities, share experience and best practices, and support the integration of SDCPS-related indicators into AP-RASP monitoring to strengthen regional progress and risk-based oversight.**

SDCPS INTEGRATION



THANK YOU