



International Civil Aviation Organization
Asia and Pacific Office

Fourteenth Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/14)

(Bangkok, Thailand, 7-9 October 2026)

Agenda Item 3: Update on ICAO AIG-related Requirements and Activities

AP-RASP 2026-2028 – UPDATE ON AIG-RELATED SAFETY ENHANCEMENT INITIATIVES

(Presented by the Secretariat)

SUMMARY

This paper informs the Meeting of the AIG-related Safety Enhancement Initiatives (SEIs) assigned to APAC-AIG under the Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2026-2028 ORG Roadmap and reports the current regional position against the supported targets.

1. INTRODUCTION

1.1 The AP-RASP 2026-2028 Edition was endorsed by RASG-APAC in alignment with the Global Aviation Safety Plan (GASP, Doc 10004) 2026-2028 edition. It sets out the region's priority safety risks and organizational challenges, together with the roadmaps which define Safety Enhancement Initiatives (SEIs) to address them, and guides States/Administrations in the development of their National Aviation Safety Plans (NASPs). The AP-RASP and its roadmaps are published on the ICAO APAC website at <https://www.icao.int/APAC/rasg/Library/AP-RASP>.

1.2 The AP-RASP identifies Goal No. 2, to strengthen safety oversight and investigation capabilities, with two targets related to AIG:

- a) Target 2.2, all APAC States to improve Effective Implementation (EI) scores for Critical Element 4 – Accident Investigation (CE-4/AIG) beyond global average; and
- b) Target 2.5, by 2028 at least 70 per cent of APAC States establish an independent Accident Investigation Authority (AIA). This target also reaffirms the commitment made under the Asia and Pacific Ministerial Declaration on Civil Aviation (Beijing Declaration).

1.3 The ORG Roadmap assigns two SEIs, 2.2.1 and 2.5.1, to support these two AIG-related targets, with APAC-AIG as custodian in collaboration with the ICAO APAC Regional Office. They define actions that constitute the AIG component of the AP-RASP 2026-2028 and are the subject of this paper.

2. DISCUSSION

2.1 The current regional position against the supported targets is shown in the below table.

Target	Indicator	Current (2026)	Target (by 2028)	Gap
2.2	Number of States/Administrations with EI at or above the global average for CE-4/AIG (EI 38.9%)	15 of 41 (37%)*	All APAC States	26 States/ Administrations
2.5	Number of States/Administrations with an independent AIA	20 of 41 (49%)	29 of 41 (70%)	9 States/ Administrations

* 3 States/Administrations have never been audited in CE-4/AIG

2.2 Details of the States/Administrations concerned are listed in Appendix A (Target 2.2) and Appendix B (Target 2.5).

2.3 AP-RASP defines the AIG-related SEIs under the ORG Roadmap to support the identified targets as follows:

SEI	Action	Metric	Timeline
2.2.1	Conduct regional workshops and training courses related to AIG	• Number of workshops conducted • Number of training courses conducted	2028
2.5.1	Identify the systemic constraints preventing States from establishing an independent Accident Investigation Authority (AIA) and provide technical support	• Number of identified factors • Number of activities conducted	2028

2.4 Achieving Targets 2.2 and 2.5 by 2028 will be challenging. Establishing an independent AIA generally requires legislative and institutional change, and improving CE-4 EI scores depends on sustained capacity building, particularly in States/Administrations with limited resources. These targets are therefore likely to require continued regional effort beyond 2028, with progress reviewed at each meeting of APAC-AIG.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the assignment of SEI 2.2.1 and SEI 2.5.1 to APAC-AIG as custodian under the AP-RASP 2026-2028 ORG Roadmap, with a timeline of 2028;
- b) note the current regional position against AP-RASP 2026-2028 Targets; and
- c) consider how APAC-AIG wishes to take forward and support the actions defined in SEI 2.2.1 and SEI 2.5.1, recognising that these challenges may require long-term effort.

APPENDIX A
STATES/ADMINISTRATIONS BELOW THE GLOBAL AVERAGE EFFECTIVE
IMPLEMENTATION (EI) FOR CRITICAL ELEMENT 4 (CE-4) – AIG at 38.9%
(as of September 2026)

#	State/Administration	CE-4 EI (%)
Below the global average (23)		
1	Afghanistan	0
2	Bhutan	0
3	Brunei Darussalam	0
4	Cambodia	0
5	Democratic People's Republic of Korea	0
6	Marshall Islands	0
7	Micronesia	0
8	Nauru	0
9	Nepal	0
10	Palau	0
11	Philippines	0
12	Samoa	0
13	Solomon Islands	0
14	Timor-Leste	0
15	Tonga	0
16	Vanuatu	0
17	Fiji	25
18	India	25
19	Indonesia	25
20	Malaysia	25
21	Pakistan	25
22	Bangladesh	33.3
23	Lao People's Democratic Republic	33.3
Not yet audited on CE-4 (3)		
1	Cook Islands	–
2	Kiribati	–
3	Tuvalu	–

APPENDIX B
STATES/ADMINISTRATIONS WITH AND WITHOUT AN INDEPENDENT ACCIDENT
INVESTIGATION AUTHORITY (AIA)
(as of September 2026)

Independent AIA established (20)		Independent AIA not yet established (21)	
#	State/Administration	#	State/Administration
1	Australia	1	Afghanistan
2	Bangladesh	2	Cambodia
3	Bhutan	3	China
4	Brunei Darussalam	4	Cook Islands
5	Hong Kong, China	5	Democratic People's Republic of Korea
6	India	6	Fiji
7	Indonesia	7	Kiribati
8	Japan	8	Macao, China
9	Lao People's Democratic Republic	9	Marshall Islands
10	Malaysia	10	Micronesia
11	Maldives	11	Nauru
12	Mongolia	12	Palau
13	Myanmar	13	Philippines
14	Nepal	14	Samoa
15	New Zealand	15	Solomon Islands
16	Pakistan	16	Sri Lanka
17	Papua New Guinea	17	Timor-Leste
18	Republic of Korea	18	Tonga
19	Singapore	19	Tuvalu
20	Thailand	20	Vanuatu
		21	Viet Nam

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