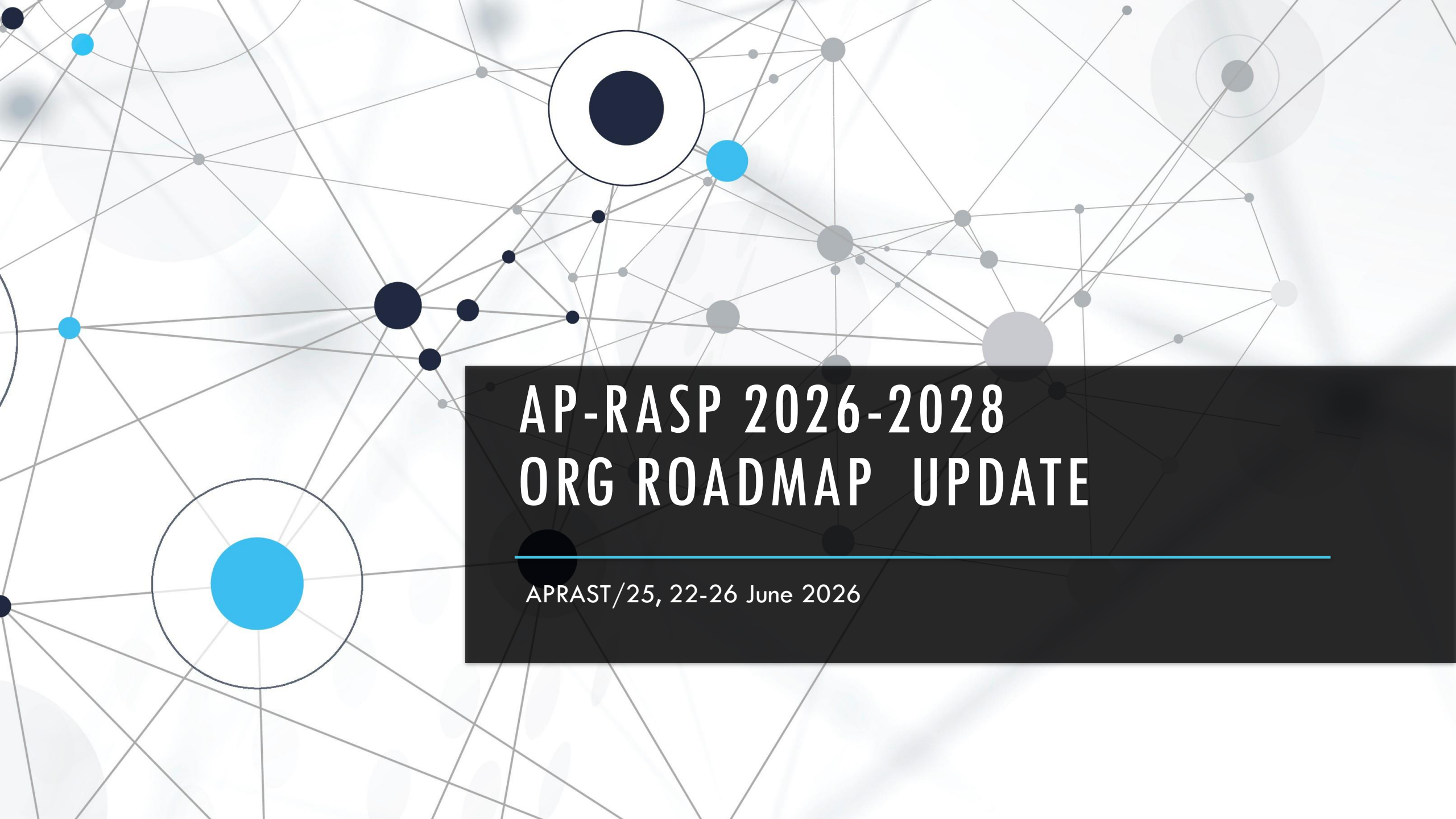




AP-RASP 2026-2028 ORG ROADMAP UPDATE

APRAST/25, 22-26 June 2026

ASIA PACIFIC REGIONAL AVIATION SAFETY PLAN 2026-2026

- APRASP 2026-28 Published on ICAO APAC Website (24th April 2026):

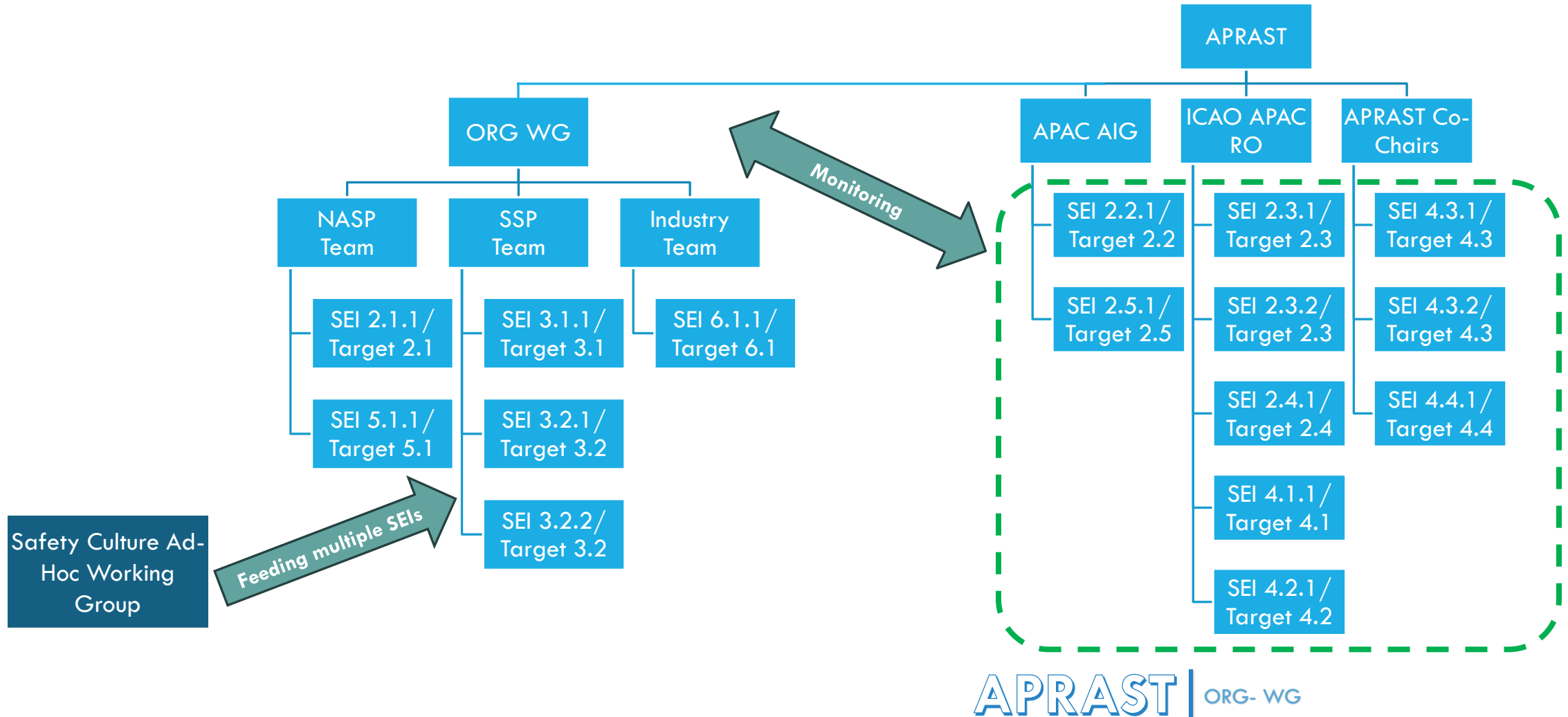
<https://www.icao.int/APAC/rasg/Library/AP-RASP>

- Total ORG Roadmap SEIs: 16

- NASP Team – Two SEI (2.1.1, 5.1.1)
- SSP Team– Three SEI (3.1.1, 3.2.1,3.2.2)
- Industry Related Program- SEI(6.1.1)
- APAC- RO Two SEI (4.1.1,4.2.1)
- APAC-RO- Two SEI AIG (2.2.1, 2.5.1) ; Three AGA (2.3.1, 2.3.2,2.4.1)
- APRAST Co-Chairs Three SEI (4.3.1,4.3.2, 4.4.1)



APRAST ORG WG – TEAM STRUCTURE



APRAST ORG WG — SAFETY CULTURE AD-HOC WORKING GROUP

APRAST/25 held a rich Focused Discussion on positive safety culture, reporting culture, and voluntary safety reporting system as key enablers for proactive hazard identification and better safety decision-making.

Voluntary reporting should complement mandatory occurrence reporting in order to detect latent hazards and important safety information not otherwise available.

Key learning points: safety culture is *not* blame-free; it requires trust, clear accountability, fair distinction between mistakes and reckless/intentional acts, and protection for reporting and learning.

Effective safety culture needs leadership commitment, practical protections, and State–industry collaboration, with regional guidance tailored to different contexts.

OR WG proposes establishing an Ad-Hoc Group on Voluntary Reporting Systems and Positive Safety Culture composed of interested experts from States/Administrations, industry, and safety professionals.

The group will support regional safety culture efforts, voluntary reporting, and safety leadership, and coordinate with SSP custodians on ORG Roadmap actions **SEI 3.2.1 and 3.2.2** to align with APRAST/AP-RASP

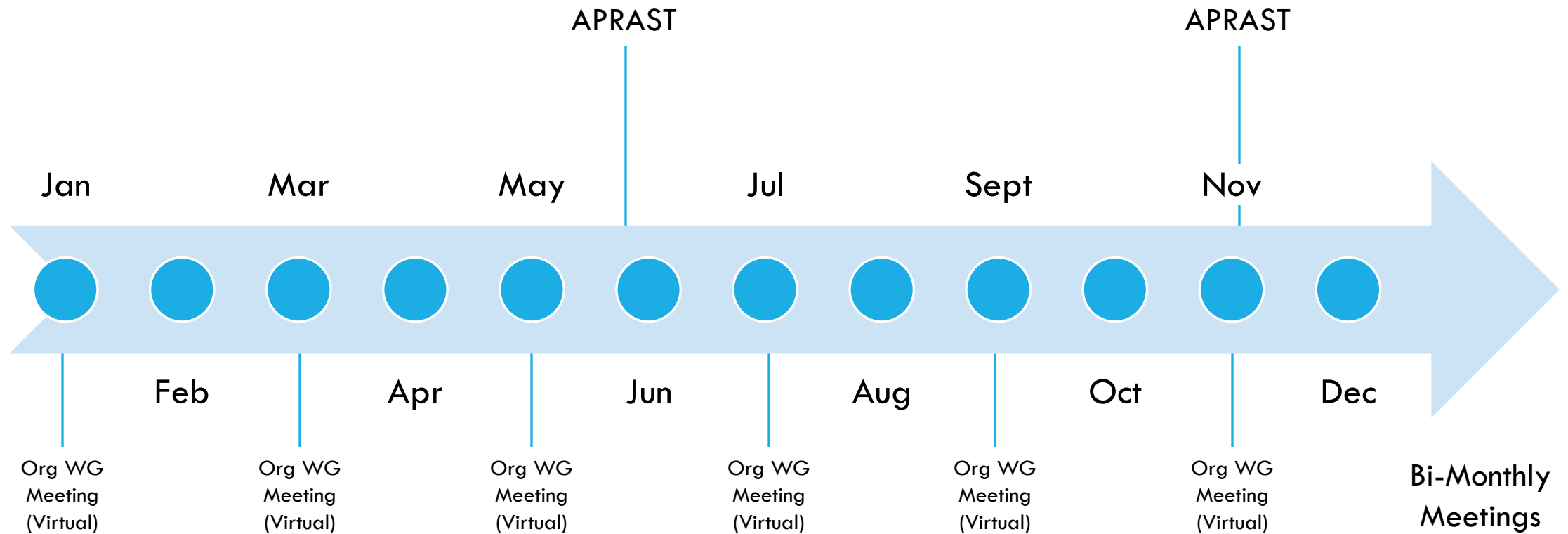


KEY DIRECTION FOR MEETING THE TARGETS

1. Each Team to have Co-custodians, depending upon task involved more co-custodian for SEIs
2. To incorporate data-driven insights from surveys, review of existing documents, qualitative and quantitative analysis to develop the strategies.
3. Periodic meetings by Co-custodians with the member of the group
4. Periodic meetings by the ORG WG Co-Chairs with the Co-Custodians of each group.
5. Use of ICAO hosted Share point to host the content/documents. Version control by co-custodians



APRAST ORG WG – OPERATING RHYTHM

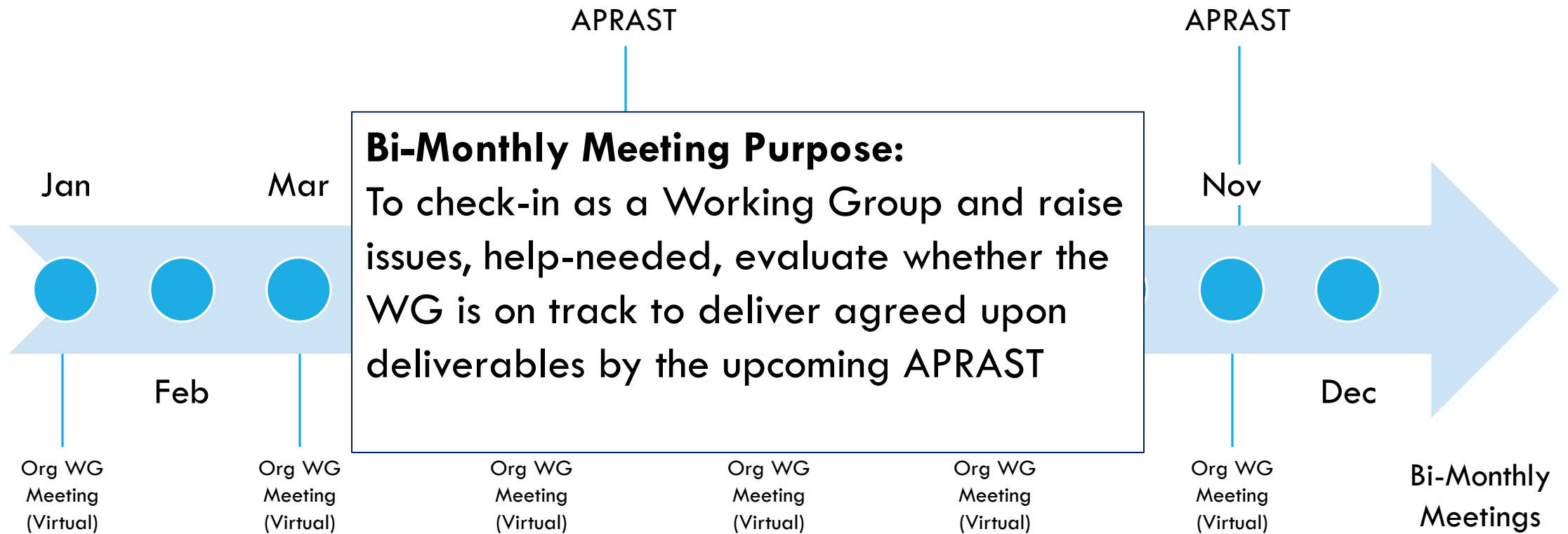


SEI Action Teams meet more frequently, 1 to 2 times per month, as decided by leaders

SEI Action Team Meetings



APRAST ORG WG – OPERATING RHYTHM

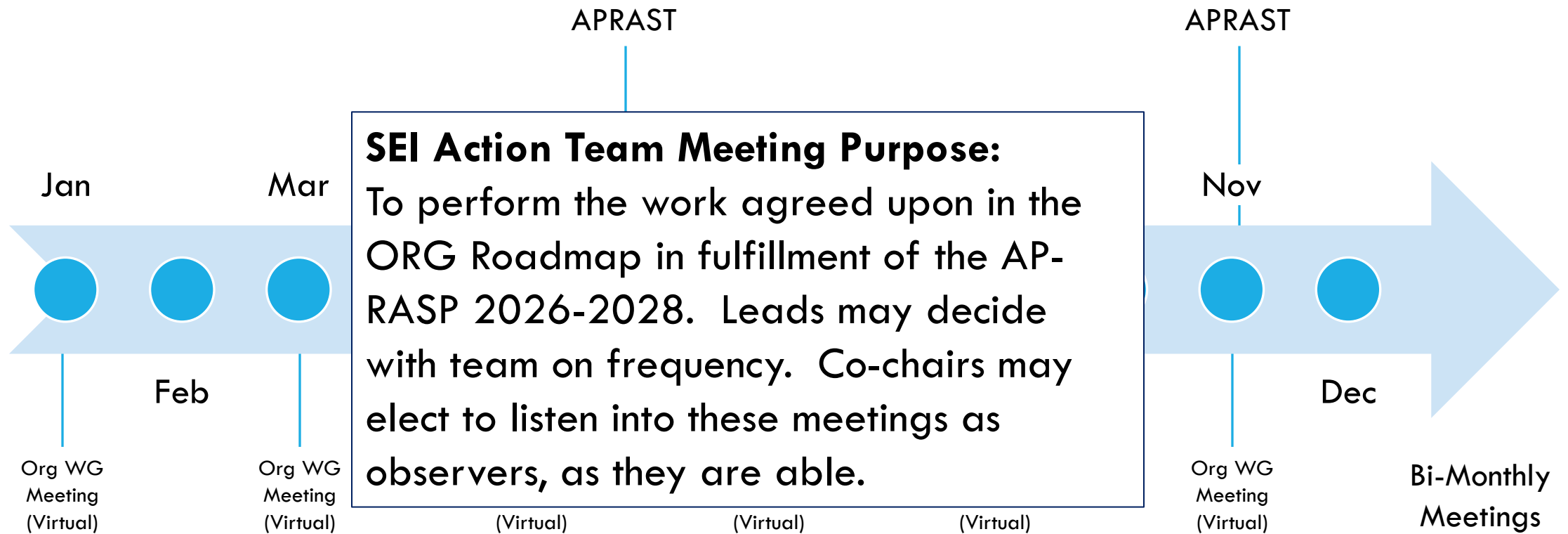


SEI Action Teams meet more frequently, 1 to 2 times per month as decided by leaders

SEI Action Team Meetings



APRAST ORG WG – OPERATING RHYTHM



SEI Action Team Meetings

ACTION CUSTODIANS AND MEMBERS

SEIs	Leads and Members
SEI 2.1.1	Leads: India, Pakistan Members: Australia, Thailand
SEI 3.1.1	Leads: Republic of Korea, Japan Members: Pakistan, Papua New Guinea
SEI 3.2.1	Leads: Japan, Singapore Members: Indonesia, India
SEI 3.2.2	Leads: Thailand, EASA Members: Pakistan, Japan Airlines, India
SEI 5.1.1	Lead: India Members: Australia, Thailand



NASP TEAM PROGRESS-TWO SEI (2.1.1, 5.1.1)

- Co-Custodians and members identified.
- Work plan drawn

SEI 2.1.1: Commitment to Adequate resources by the States

- a) Started research activity to identify the APAC States with publication of SSP/NASP and their commitment to resources.
- b) APAC-RO requested for ICAO-CMA data regarding PQ 2.051

SEI 5.1.1: Publication of NASP by States- Assistance

- a) Survey being developed

APAC- RO PROGRESS -TWO SEI (4.1.1,4.2.1)

SEI 4.1.1 Identify the most pressing areas with resource / capability constraints and SEI 4.2.1 Provide support to States in addressing most pressing areas with resource / capability constraints

- a) SEI 4.1.1 work plan completed- Analysis of USOAP CMA results to identify areas that may need supports.

Target assistance related SEIs - Target 4.1

- Step 1 – Conduct analysis using USOAP CMA, reports and discussion with PLO and COSCAP

- Group 1 – EI < 50%, Lowest-performing 25% values

CE	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA	SSP
CE-1	53.7	—	—	41.7	—	12.5	59.3	22.2	—
CE-2	19	—	36.5	32.8	58.9	13.8	31.3	19.2	—
CE-3	—	11.6	28.5	21.5	33	10.2	45	24.6	—
CE-4	—	20	19.2	7	10.3	0	37.6	5.9	—
CE-5	30	66.7	46.8	33.5	31.2	4.5	22.2	16.4	—
CE-6	—	—	47.5	48.7	32.8	—	54	18.8	—
CE-7	—	—	16.4	18.9	30.2	—	43.2	17.5	—
CE-8	—	—	22.7	4.4	32.2	10.7	43.8	10.9	—

- Highest-priority e.g. CE4 (AGA, AIG) and CE8 (AGA) aligned with AP-RASP targets.
- Additional priorities for consideration may be grouped as follows:
 - CE-4: OPS** and **AIR** — training and qualification of technical personnel
 - OPS CE-8** and **AIG CE-5** — also identified in Group 2
 - AIG CE-8** and **ORG** — also identified in Group 2

Target assistance related SEIs - Target 4.1

- **Step 1 – Conduct analysis using USOAP CMA, reports and discussion with PLO and COSCAP**
- **Group 2 – $50 < EI < 75\%$, Lowest-performing 25% values**

CE	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	85.245	—	—	90.909	—	34.9	90.918	68.182
CE-2	54.545	—	70.318	55.2	86.945	59.918	60.436	79.664
CE-3	—	52.655	73.336	78.536	82.364	37.673	65.2	59.691
CE-4	—	81.818	59.391	67.83	71.064	19.691	58.382	44.364
CE-5	69.7	90.909	80.182	79.6	85.409	52.445	90.909	68.727
CE-6	—	—	73.773	77.573	90.645	—	69.127	63.618
CE-7	—	—	56	57.791	56.209	—	62.455	60.264
CE-8	—	—	47.991	47.418	70.409	33.473	42.545	37.336

- Highest-priority e.g. CE4 (AGA, AIG), CE8 (AGA) no Independent AIA aligned with AP-RASP targets.
- Additional priorities for consideration may be grouped as follows:
 - **CE-8:** ANS, OPS and PEL
 - **AIG CE-5:** Investigation procedures, guidance and tools
 - **AIG CE-8:** ADREP reporting and safety recommendation follow-up
 - **LEG and ORG:** LEG and ORG frameworks issues

SSP TEAM PROGRESS— THREE SEI (3.1.1, 3.2.1,3.2.2)

- Co-Custodians and members identified.

SEI 3.1.1: SSP implementation level assessment, SEI 3.2.1:SSP establishment and SEI 3.2.2 Support for development of SDCPS

- a) Work plan drawn
- b) Combined Survey being developed



INDUSTRY RELATED PROGRAM PROGRESS- SEI (6.1.1)

AP-RASP Goal 6 focuses on expanding industry led capability and capacity development programmes across APAC.

2028 target: maintain increasing trend in industry contribution initiatives across **OEM, aerodrome, aircraft operations, ANSP, ground handling**, using **2025 as baseline**.

Example programmes include (but are not limited to): ICAO GSI training, APEX, SoE in SMS, BARS, IOSA, ISAGO, FDX, and IDX, etc.

Harmonized OEM contributions: Boeing and Airbus collaborate and coordinate on many programmes and initiatives in an effort to be consistent and prevent gaps.

Observed APAC participation trend is increasing in several programmes, including **IOSA (121 to 122), ISAGO HQ (5 to 14), ISAGO stations (8 to 25), FDX (58 to 63), IDX (85 to 94)** from Dec 2025 to 2026 YTD.

Main challenge: defining and measuring “promotional and sharing activities” consistently, including what counts as events, venues, audiences, and participants.

Overall message: AP-RASP Goal 6 is progressing, but **clearer metrics and reporting definitions are needed** to track impact consistently.

Example Evaluation & Data Sharing Programmes

Organisations	Programmes
 CANSO 	APEX AIRPORT EXCELLENCE IN SAFETY Standard of Excellence in Safety Management Systems (SoE in SMS)
 FLIGHT SAFETY FOUNDATION	BARS  AVIATION SAFETY NETWORK AN EXCLUSIVE SERVICE OF FLIGHT SAFETY FOUNDATION
 IATA	 IOSA  ISAGO  FDX Flight Data  IDX Incidents

25/06/2026

APRAST/25 ORG WG

3

APAC-RO PROGRESS- TWO SEI AIG (2.2.1, 2.5.1)

SEI 2.2.1 Conduct regional workshops and training courses related to AIG Custodian APAC-AIG supported by RO

- a) Workshop APAC-AIG Investigation Process - Session 1 (17 June 26), Virtual – Malaysia, Indonesia and PNG
- b) Workshop APAC-AIG Investigation Process - Session 2 (5 - 6 Oct 26), RO Bangkok/Hybrid – Australia, Singapore and TBD
- c) Workshop APAC-AIG Investigation Process - Session 3 (2027), Virtual – TBD

SEI 2.5.1 Identify the systemic constraints preventing States from establishing an independent AIA and provide technical support to address the identified constraints

- a) Survey issued



APAC-RO- THREE AGA (2.3.1, 2.3.2,2.4.1)

- **SEI 2.3.1 Conduct regional workshops and training courses related to AGA Custodian RO (AGA)**

- a) Workshop ICAO Aerodrome Pavement, 20 - 22 May 26, Fiji.
- b) Training ICAO Obstacle Limitation Surface (OLS) Training, 12 - 16 Jan 2026, Thailand
- c) Training ACI-ICAO Implementing Annex 14: Advanced Aerodrome Design and Operations Training for PSIDS, 9 - 13 March 2026 (Fiji)
- d) Training Aerodrome Safety Management Incorporating PANS-Aerodromes for PSIDS, 17 to 21 Aug 2026 (Virtual)

SEI 2.4.1 Publish AGA Regional Guidance which supports the resolution of Safety Concern (CE-8) in AGA Custodian RO (AGA)

- a) AP-AA/WG/8 to develop AGA **Regional Guidance** by 2028.



KEY RECOMMENDATIONS TO APRAST

- Approve the establishment of Positive Safety Culture Ad-hoc Working Group to support implementation of SSP.
- While ORG-WG would carry out research for identification of proportion of lack of commitment of financial resources in the APAC Region. APRAST Co-Chairs are requested to take up this issue at the higher bodies. In this respect ORG group would draft a working paper for forthcoming RASG/APAC.
- Issue a State letter for volunteers to associate with the working of various teams in the ORG-WG.
- ORG-WG is expected to complete the survey by the end of August. APAC-RO is requested to administer the survey electronically.



THANK YOU