International Civil Aviation Organization
Asia and Pacific Office

Twenty-sixth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/26)

(Bangkok, Thailand, 9 to 13 November 2026)

Agenda Item 5: Presentations – State / Industry / ICAO

IMPLEMENTATION OF THE GLOBAL ACTION PLAN FOR RUNWAY INCURSION PREVENTION (GAPRI) IN ASIA-PACIFIC

(Presented by Asia Pacific Centre for Aviation Safety (AP-CAS)
of the Flight Safety Foundation)

SUMMARY

Runway incursions are among the most persistent threats to aviation safety. The International Civil Aviation Organization (ICAO) places runway incursions among the five highest-risk categories of events that must be addressed to reduce the possibility of aviation fatalities.

In July 2026, the Flight Safety Foundation in cooperation with the COSCAP-SEA organized a Hybrid Workshop to enhance the capability of the Asia Pacific States, Regulators, ANSPs, Aerodrome Operators, and Airline operators to understand GAPPRI in a holistic manner and to implement its recommendations effectively within their respective organisational contexts.

The Asia Pacific Region must continue monitoring the progress of the GAPPRI implementation in the region as part of APRAST efforts to focus on increasing regional implementation of existing safety guidance, beyond updating existing Safety Enhancement Initiatives (SEIs), and the incorporation of recommended safety barriers in the development of new aerodromes and the entry of new operators in the Region.

1. INTRODUCTION

1.1 As air traffic operations increase, the risk of runway incursions also is likely to increase unless new safety defences are implemented.

1.2 In December 2023, a new initiative was launched, the Global Action Plan for the Prevention of Runway Incursions (GAPPRI) that complements the frameworks of the ICAO Global Aviation Safety Plan and Global Runway Safety Action Plan, with the collaboration of the International Air Transport Association (IATA), Airports Council International (ACI), the U.S. Federal Aviation Administration (FAA), CANSO, EUROCONTROL, the U.K. Civil Aviation Authority (CAA) and Flight Safety Foundation (FSF).

1.3 The resulting Global Action Plan for the Prevention of Runway Incursions (GAPPRI) is a comprehensive, collaborative effort to enhance aviation safety. It offers synchronised, consensus-based recommendations encompassing best practices that go beyond regulatory compliance.

1.4 The Flight Safety Foundation through its Asia Pacific Centre for Aviation Safety (AP-CAS) decided to address aviation safety challenges in the Asia Pacific Region, with the outcome of a workshop involving Asia Pacific organizations.

1.5 The Workshop was hold in July 2026 in cooperation with the COSCAP South East Asia. The workshop validated a novel, scalable and sustainable delivery model in which the Flight Safety Foundation develops a comprehensive and standardized package of GAPPRI implementation materials, while selected partner organizations and industry experts deliver the content jointly

2. DISCUSSION

2.1 The APRAST OPS Group SEI include review the content of the respective GAPPRI documentation to utilize as a training and reference and include the recommendations and guidance materials as a reference resource.

2.2 GAPRI recommendations include the use Runway Incursion Classification Algorithm (RICA) and the Runway Incursion Risk and Resilience Assessment (RIRRA), as tools to strengthen proactive and predictive capabilities by helping organizations identifying emerging runway operations risks, evaluate the effectiveness of safety barriers and prioritize interventions before an accident or serious incident occurs.

2.3 As a result of the Workshop organized by AP-CAS in cooperation with COSCAP-SEA in July 2026, the practical Runway Incursion Classification Algorithm (RICA) generated particularly strong interest and demonstrated both the practical value of the algorithm.

2.4 The Runway Incursion Risk and Resilience Assessment (RIRRA) represents a potential next frontier in aerodrome risk management. In addition to supporting the analysis of events that have already occurred Its continued development and application would support the practical implementation of the safety risk-management principles established in ICAO Annex 19.

2.5 RICA and RIRRA implementation in ASPAC will require future capacity-building, should, therefore include dedicated practical sessions. AP-CAS identified the need for additional workshops, dedicated to Runway Safety that must include case studies, exercises and interpretation guidance to support consistent occurrence classification. As a capacity-building activities, AP-SAS will conduct an integrated GAPRE & GAPRI awareness and implementation workshop on February 16th to 19th, 2027, in New Delhi with both in-person participation and virtual attendance available. https://flightsafety.swoogo.com/02_16_2027_GAAPRE_GAPPRI_Workshop.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

a) Request APRAST to adopt RICA and RIRRA as standard methodologies in the Region for runway incursion risk classification, prioritization of mitigation measures to reduce the risk of runway incursion and improve the proactive and predictive capabilities by helping organizations to identify emerging runway operations risks; and

b) Encourage the Asia-Pacific ICAO Regional Office to communicate the Integrated GAPPRE and GAPPRI Awareness and Implementation Workshops to States and Industry Partners.

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