

Asia-Pacific Regional Aviation Safety Plan 2026–2028

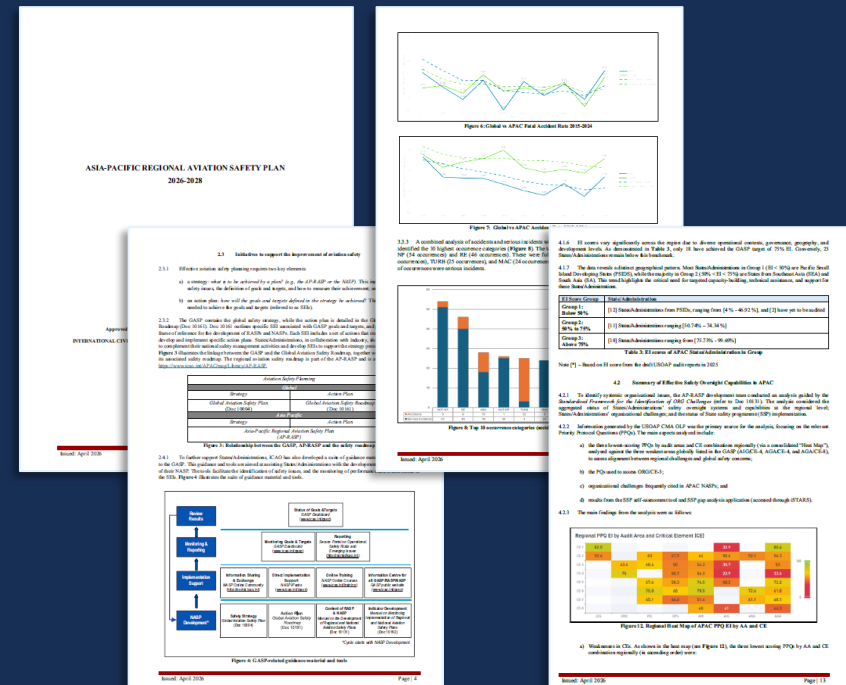
Singapore, as APRAST Co-Chair (States)



Asia Pacific Regional Aviation Safety Plan (2026-2028)

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Developed by
RASG-APAC & APRAST
In conjunction with ICAO APRO



AP-RASP 2026 – 2028

Two Roadmaps accompany the AP-RASP:

OPS Roadmap

		Regional HRC 1: RS, including RI and RE Regional ORC 1: ARC Regional Goal I: Achieve a continuous reduction of operational safety risks Regional Goal IV: Strengthen collaboration at the regional and national levels to address safety issues Targets T1.1: APAC States to maintain a 5-year moving average decreasing trend of regional accident rate T1.2: APAC States to maintain a 5-year moving average decreasing trend of accidents and serious incidents for each regional high-risk category of occurrence (R-HRC) T1.3: APAC States to maintain a 5-year moving average decreasing trend of accidents and serious incidents related to the other regional risk categories of occurrences T4.3: By 2027, all APAC States to contribute to a regional mechanism within RASG-APAC to ensure the effective utilization of information on operational safety risks and emerging issues for regional aviation safety planning					
GASP SEI	Precursor Events	Regional SEI	Stakeholder(s) & OPS Action(s)	SEI Custodian	Metric (MET)	Timeline	Metric Information Mechanism
OPS 9 (RE)	Runway Excursion	SEI11* RS 1: Runway Safety Maturity Checklist	APRAST1: Develop an understanding of the SEI (such as implementation challenges) and encourage State representatives to drive domestic implementation. APRAST2: Encourage States to update the ICAO SEI	OPS WG, RI and RE Task Forces	Leading: MET1: The percentage of APAC States/Administrations with at least 75% Implementation Level A reported in the ICAO SEI monitoring tool	MET1: End Q2 2026 MET2: End Q4 2026 MET3: End Q4 2026	RASG-APAC/APRAST safety information sharing initiatives (e.g. SRP WG, Regional Safety Data and Information)

ORG Roadmap

Regional Goal 2: Strengthening the safety oversight capabilities of APAC States Target 2.1 – By 2028, all APAC States to commit to NASP or SSPs that allocate to each safety oversight authority sufficient resources including financial resources to meet national and international obligations, with at least 70 % of APAC States having sufficient financial resources Target 2.2 – By 2028, all APAC States to improve EI score for CE-4 for AIG with commitment that no State has a score of less than the baseline global average Target 2.3 – By 2028, all APAC States to improve EI score for CE-4 for AGA, with commitment that no State has a score of less than the baseline global average Target 2.4 – By 2028, at least 70 percent of APAC States to establish an independent Accident Investigation Authority (AIA)						
SEI No./ Supporting Target No.	Action	Action Custodian	Timeline	Stakeholders	Metrics	Monitoring Activity
SEI 2.1.1/ Target 2.1	Encourage States to commit to provide for adequate resources including financial resources for functioning of their Aviation Authorities	ORG WG - Custodian (SSP)	2028	APRAST, States/Administrations	- Number of activities conducted to promote allocation of resources, including States' self-assessment of progress in PQ 2.051 - E.g. Survey to identify States requiring assistance - Number of States with published documents (e.g. NASP, SSP) with commitment for sufficient resources	Progress report to APRAST Meetings

Operational (OPS) Roadmap

- Runway Incursion (RI)
- Runway Excursion (RE)
- Mid-Air Collision (MAC)
- Controlled Flight Into Terrain (C-FIT)
- Loss Of Control In-flight (LOC-I)
- System/Component Failure (SCF)

Organisation (ORG) Roadmap

- State Safety Programme (SSP)
- National Aviation Safety Plan (NASP)
- Safety Oversight
- Training & Capacity Building
- Safety Culture – *by Ad-hoc Taskforce*

Regional Operational Safety Risks

Regional High-Risk Categories

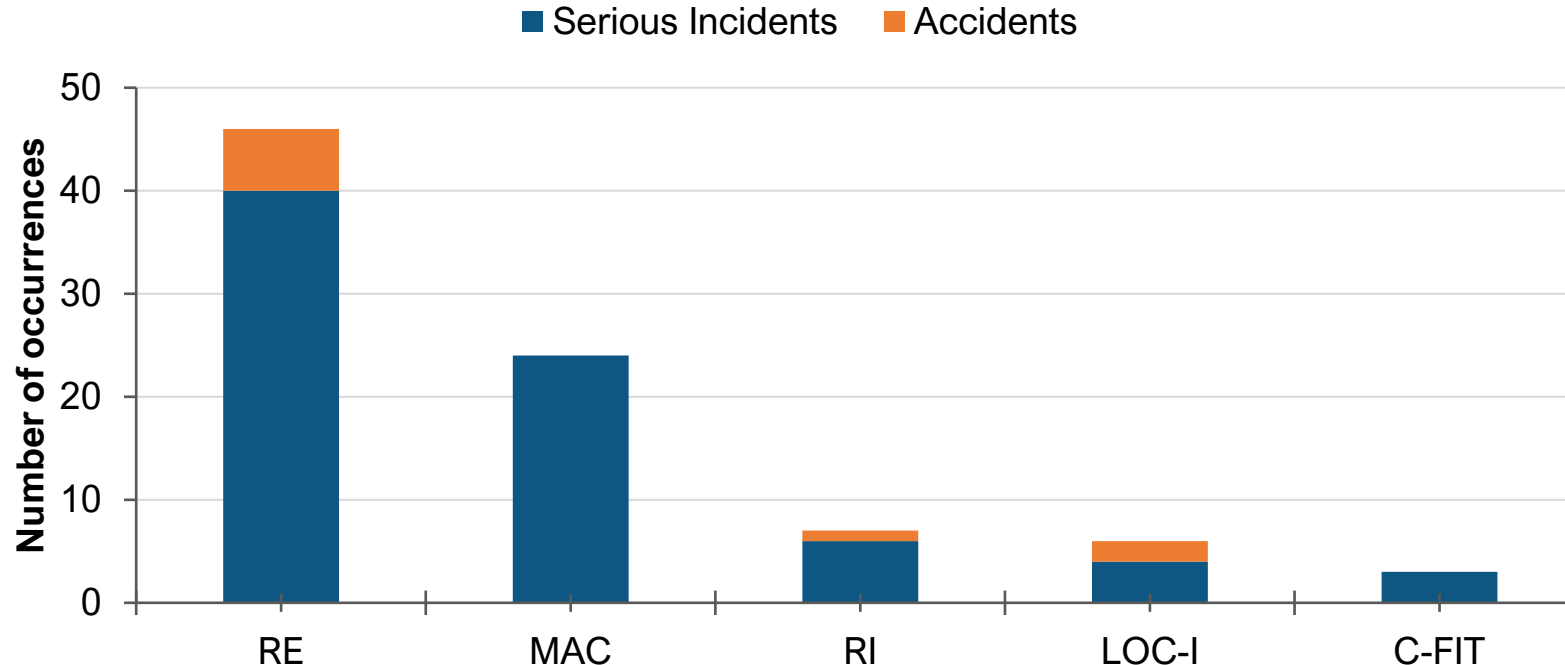
Aligned with ICAO Global High-Risk Categories

- Runway incursion (RI)
- Runway excursion (RE)
- Mid-air collision (MAC)
- Controlled flight into terrain (C-FIT)
- Loss of control in-flight (LOC-I)

Other Operational Risk Categories

Precursor risks

- Abnormal runway contact (ARC)
- Turbulence encounters (TURB)
- System/component failure – non-powerplant (SCF-NP)
- System/component failure – Powerplant (SCF-P)
– *APAC risk*



G-HRCs with highest frequency of occurrences

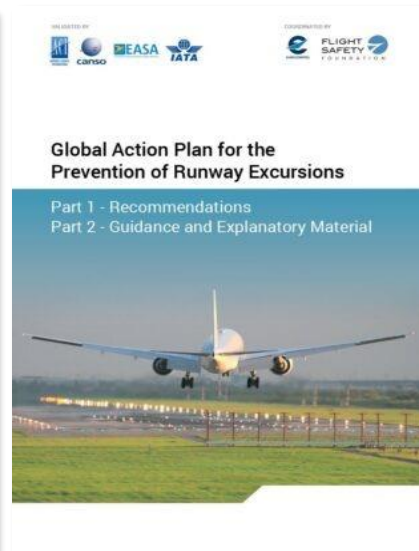
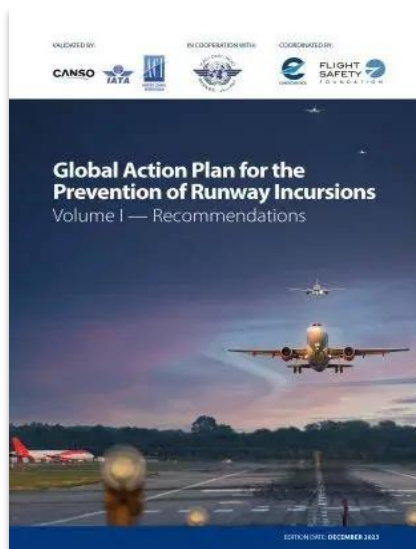
(APAC, 2020-2024):

**RE: Runway Excursion
&
MAC: Mid-Air Collision**

Strengthening Practical Regional Safety Outputs

Runway Safety

- **Global Action Plan for Prevention of Runway Incursions (GAPPRI) prioritization list & tracker**
- **APRAST-AP-CAS GAPPRI workshop (hybrid) in Jul '26**
- **Similar efforts underway for Runway Excursions**
 - States/Administrations will be invited to indicate interest for stakeholders (e.g. air operators, aerodrome, ANSP, regulator) to participate



Lithium-Ion Batteries

- **Regional Safety Advisories (RSAs) on Lithium-ion battery fires** (*updated recently in Jun '26 following new ICAO Technical Instructions*)
 - RSAs are quick-read documents to highlight safety issues & risks for immediate regional attention
 - Disseminated via ICAO State Letter and APRAST WGs. States/Administrations encouraged to disseminate to relevant industry stakeholders.
- **APRAST taskforce to be established to develop regional guidance** to assist operators in leveraging Safety Management Systems to conduct safety assessments on management of lithium-ion batteries.



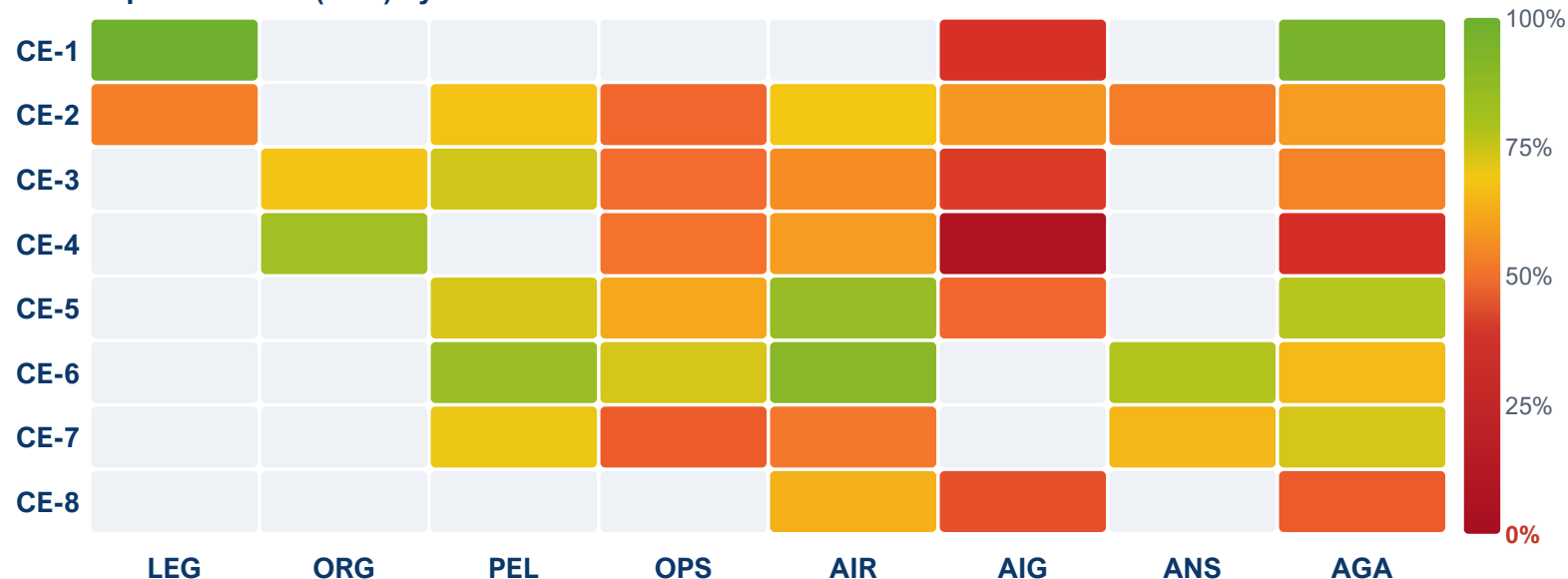
Regional Organisational Safety Risks

Organisational Challenges & Systemic Issues

Aligned with ICAO USOAP Audit Areas & Critical Elements

- Low State Safety Programme (SSP) & Safety Management System (SMS) maturity
- Lack of qualified technical personnel, esp. in AIG & AGA
- Low number of NASPs published
- Gaps in safety data/information for risk identification [*Safety Data Collection and Processing System (SDCPS)*]

Effective Implementation (EI %) by Audit Area & Critical Element



Most significant implementation gaps:

CE-4: Qualified Technical Personnel

CE-8: Resolution of Safety Issues

AIG: Accident and Incident Investigation

Need for Collective Regional Support

OPS Roadmap Actions

Action Area	Lead(s)
Runway Excursion (RE)	Thailand
Runway Incursion (RI)	Singapore
Mid-Air Collision (MAC)	US
Loss Of Control In-Flight (LOC-I)	Boeing
Controlled Flight Into Terrain (CFIT)	Singapore Airlines
System/Component Failure (SCF)	TBD

ORG Roadmap Actions

Action Area	Lead(s)
State Safety Programme (SSP)	a) <u>Assessment</u>: Republic of Korea & Japan b) <u>Establishment</u>: Japan & Singapore c) <u>SDCPS</u>: Thailand
National Aviation Safety Plan (NASP)	India & Australia
Safety Oversight	Pakistan & India
Safety Culture [Ad-hoc Task Force]	Republic of Korea (incl. KAL), Japan (incl. JAL) & Boeing

Action by the Conference

The Conference is invited to:

- a) Note the key priorities and actions detailed in the AP-RASP 2026–2028;
- b) Encourage States/Administrations to align their national safety planning and resource allocation with AP-RASP priorities, recognising the importance of prioritising the implementation of mitigations for APAC-specific risks; and
- c) Encourage States/Administrations and industry partners to actively contribute to APRAST and its regional safety initiatives by committing the participation of technical experts and resources to support implementation of the AP-RASP.