

APRAST Update to the Pan-American RAST

Presented by: APRAST Co-Chair (States)



The PA-RAST – APRAST Coordination Mechanism

Crosspollination of ideas to support collective safety efforts

RASG-PA / PA-RAST

- Smaller, more frequent meetings
- Focus on OPS initiatives, while RASG-PA ESC & Regional Offices oversee ORG issues
- Safety Day & discussions, no WPs

RASG-APAC / APRAST

- Wider participation, lower frequency of meetings
- Oversees both OPS & ORG initiatives
- Plenary sessions focused on working paper presentations, followed by breakout sessions

[TRIAL] Coordination Mechanism

- Coordination meetings, observers at each other's meetings, and joint/shared regional safety outputs
- RASG-APAC and RASG-PA approved a 1–2 year trial of the proposed PA-RAST / APRAST coordination mechanism
- Why APAC and PA? Many similarities in the diversity of aviation operations, cultures and operating environments

Key Lessons Learned

Best practices that APRAST adopted from PA-RAST

Structure

**Focus on
Implementation**

Industry Sharing

Key Lessons Learned

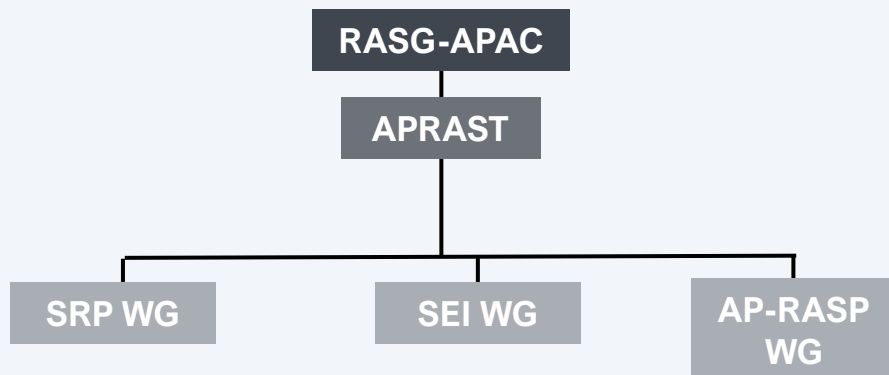
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Focus on Implementation

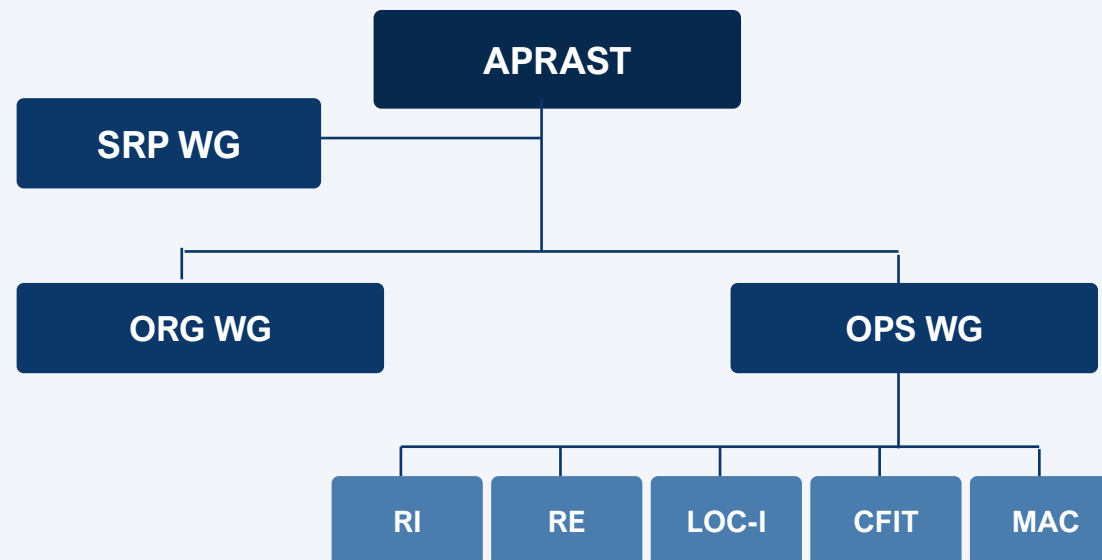
[PREVIOUS] RASG-APAC / APRAST Structure



- No mechanism to track effectiveness of RASP actions, no group to push ORG Actions
- Coordination with other WGs could be improved



[NEW] RASG-APAC / APRAST Structure



- More intuitive ownership of AP-RASP actions (ORG vs OPS)
- Dedicated champions to drive implementation of Actions/SEIs
- SRP WG issues ASR & tracks implementation of actions

Key Lessons Learned

Best practices that APRAST adopted from PA-RAST

Structure

Industry Sharing

Focus on Implementation

APRAST Meeting	Focused Discussion Theme	Speakers
APRAST/23 (Apr 2025)	Runway Safety (Safety II approach). <i>Runway incursions, runway excursions, GAPPRI and mitigations.</i>	FSF, CANSO, IndiGo, CAG
APRAST/24 (Dec 2025)	Flight Data Monitoring (FDM): Turning Data into Safety Performance and Positive Safety Culture. <i>Regulator oversight, FDM programmes, safety performance indicators and positive safety culture.</i>	IATA, Boeing, CAAS, IFALPA, FAA (moderator)
APRAST/25 (Jun 2026)	Positive Safety Culture and Voluntary Safety Reporting Systems. <i>Just culture, trust, voluntary reporting and proactive hazard identification.</i>	PA-RAST, AeroMexico, Korean Air, Japan Airlines, CAAS

Focused Discussions

- Adapted from PA-RAST's Safety Days
- To facilitate sharing from industry experts on a key safety issue
- Helps focus the Meeting on a topic, so WGs can develop / discuss specific follow-ups during breakout sessions

Key Lessons Learned

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Structure

Industry Sharing

Focus on Implementation

APRAST/25
(Jun 2026)

Positive Safety Culture and Voluntary Safety Reporting Systems.

Just culture, trust, voluntary reporting and proactive hazard identification.

PA-RAST,
AeroMexico,
Korean Air, Japan
Airlines, CAAS



- Establishment of **Safety Culture Taskforce** of like-minded experts from States/Administrations, industry partners and safety professionals.
 - Will support regional safety culture initiatives and ensure follow-up recommendations from the Focused Discussions are acted upon.
- Taskforce reports back to **Custodians for State Safety Programme Actions** under APRAST's ORG WG
 - Positive safety culture & trust are key enablers for proactive hazard identification
 - Effective voluntary reporting systems help surface 'single-source' events that would otherwise remain unavailable through the mandatory occurrence reporting channels.

Key Lessons Learned

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RASG - APAC

Published by ICAO's APRAST



SAFETY ADVISORY

June 2026 No. 25-002R1

Lithium Battery Fires in Passenger Cabin

Subject: Raising Awareness of Risks of Cabin Fire and Smoke Events Associated with Lithium Batteries Carried by Passengers

Intended Audience: Air Operators, Aerodrome Operators and States' Civil Aviation Authorities



RASG - APAC

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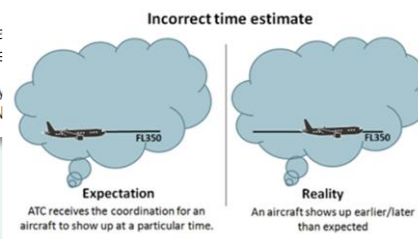
SAFETY ADVISORY

June 2025 No. 25-001

Elevated Mid-Air Collision (MAC) risk in Reduced Vertical Separation Minima (RVSM) Airspace

Subject: Risk of Mid-Air Collision at Flight Information Region (FIR) airspace due to ATC Unit to ATC Unit coordination errors

Intended Audience: Civil Aviation Authorities responsible for State Safety Services, and Air Navigation Service Providers (ANSPs)



APRAST Enhancements:

- APRAST's list of Safety Enhancement Initiatives (SEIs) had been static
- Regional Safety Advisories to disseminate critical safety information in more timely manner (*approved RASG-APAC/14 in 2024*)
 - Inspired by RASG-PA's Regional Safety Alerts
- Shifted focus towards increasing regional implementation of existing safety guidance, instead of developing new guidance
 - E.g. GAPPRI tracker for Runway Incursions

Key Lessons Learned

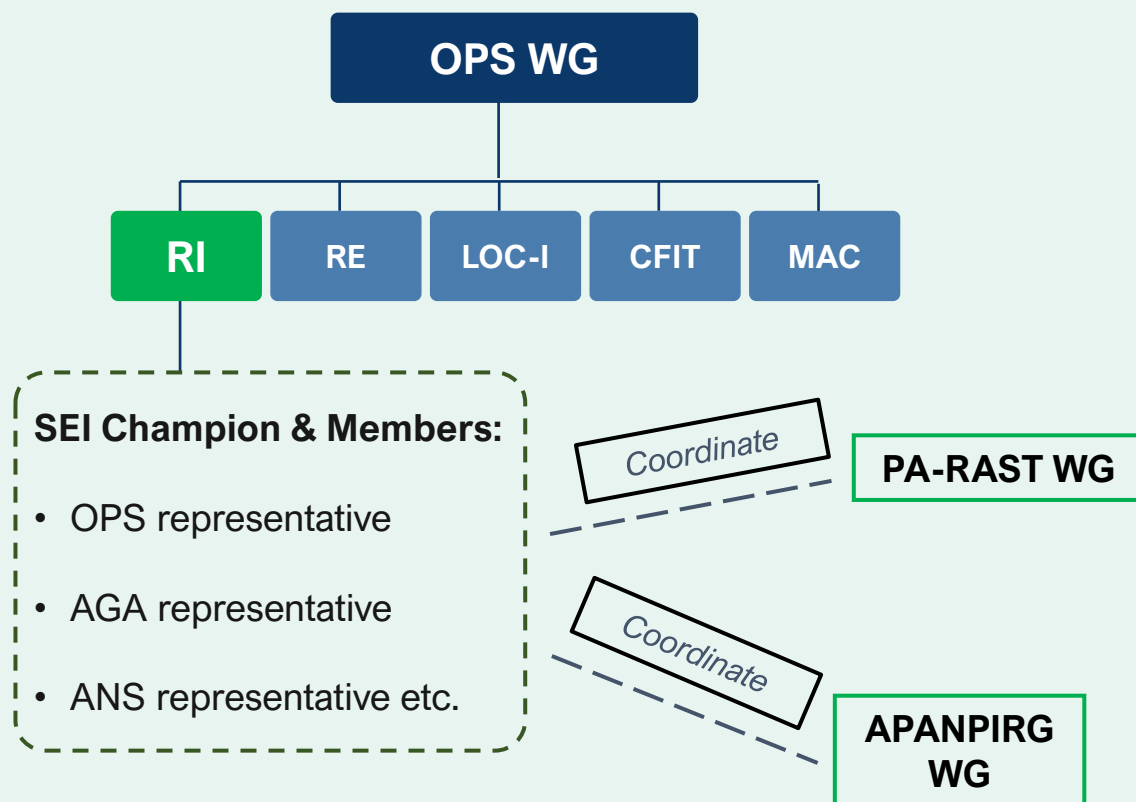
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Example: Runway Incursion

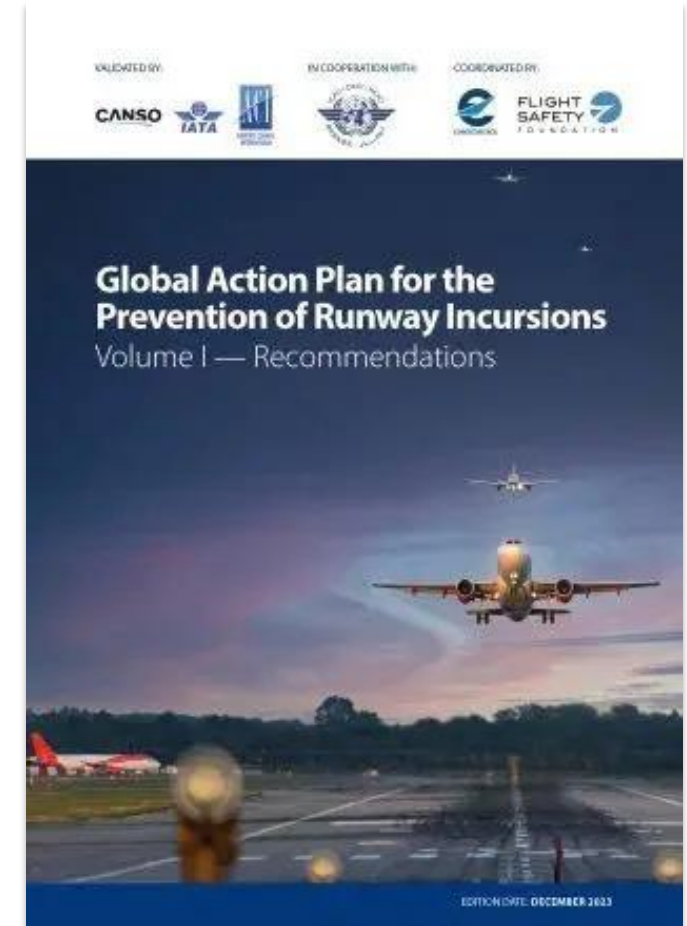


Examples of Outputs:

- Prioritisation of GAPPRI recommendations
- Detailed GAPPRI implementation tracker for States
- Analysis of gaps & provision of targeted assistance
- Coordination with other Champions (e.g. RE) & PA-RAST / APANPIRG WGs
- Joint RSA with PA-RAST WG

GAPPRI Implementation Experience

- **Global Action Plan for Prevention of Runway Incursions (GAPPRI):** a current and comprehensive set of recommendations addressing the High-Risk Category (HRC) of runway incursions
 - Published by FSF and partners in 2024
- **GAPPRI tracker** as part of APRAST efforts **to focus on increasing regional implementation of existing safety guidance**, beyond updating existing Safety Enhancement Initiatives (SEIs)
 - **Prioritisation of key, high-impact deliverables** to improve safety outcomes in the area of runway incursions
 - **Detailed tracking of implementation**, analysis of gaps for provision of targeted assistance where required
- **GAPPRI workshop** held in July 2026 in collaboration with FSF
 - 3-day workshop, 85 physical participants, 400+ virtual participants



Essential

“Low-hanging fruit” — achievable through notification or minor procedural change.

- Minimal or no cost, training or resources
- Or a basic standard required to maintain a minimally acceptable level of safety

Intermediate / Mid-term

Enhance safety beyond basic standards, with some implementation difficulty.

- Some cost, resources or training; may need a staged approach and risk assessment
- May include off-the-shelf technology
- May not apply to every State

Advanced / Long-term

Require significant effort and resources, over a long implementation timeline.

- Standards may not yet be developed
- May rely on emerging technology not yet widely available

Every GAPPRI recommendation carries one category. The tracker measures implementation within each.

GAPPRI Implementation

Responses & results

13

States / Administrations

32

Aerodromes

27

Air operators

13

Regulators

12

ANSPs

Implementation level	Aerodromes (32)	Air operators (27)	Regulators (13)	ANSPs (12)
Essential	81%	91%	87%	83%
Intermediate	57%	78%	73%	81%
Advanced	37%	40%	50%	67%
Overall	72%	88%	84%	81%

Essential measures are well embedded region-wide

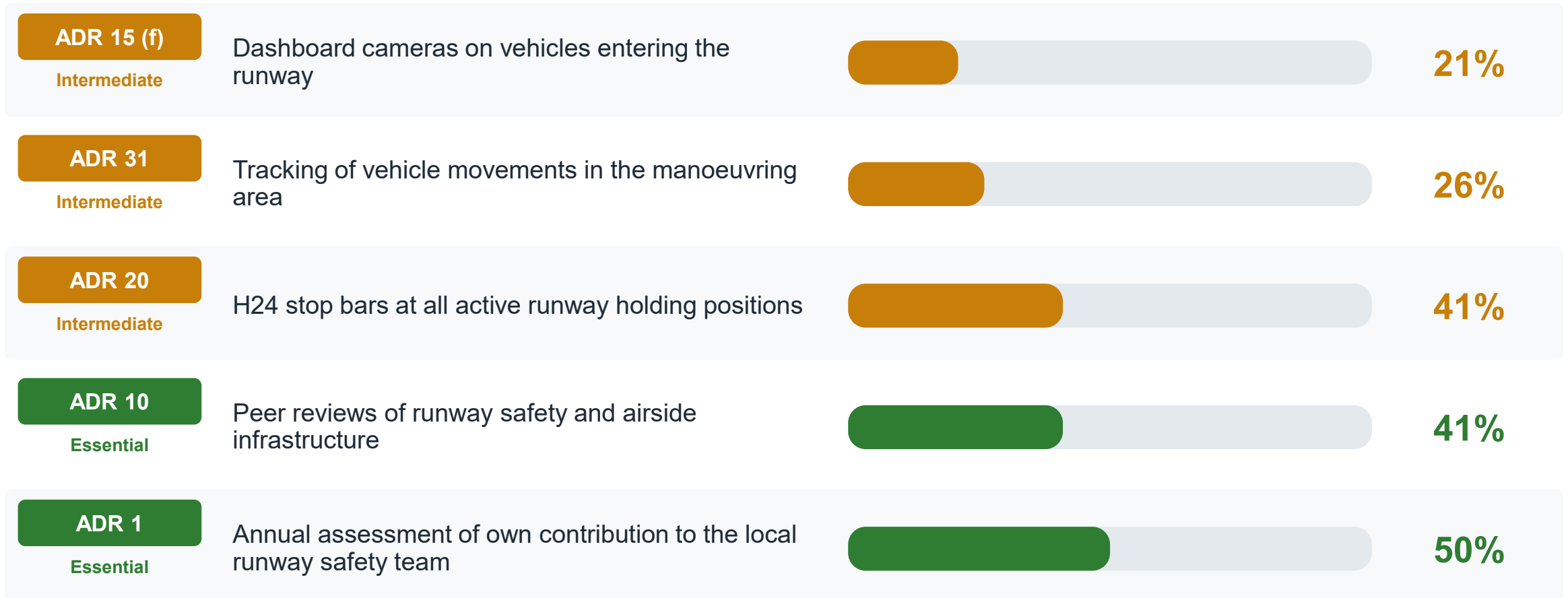
Implementation falls away as recommendations become technology and infrastructure dependent.

GAPPRI Implementation

Top challenge areas — aerodrome operators

Lowest implementation — Essential and Intermediate recommendations

% implemented



Three of the top five need capital investment.
The two Essential items are largely definitional — several aerodromes described equivalent practice

GAPPRI Implementation

Top challenge areas — air operators

Lowest implementation — Essential and Intermediate recommendations

% implemented



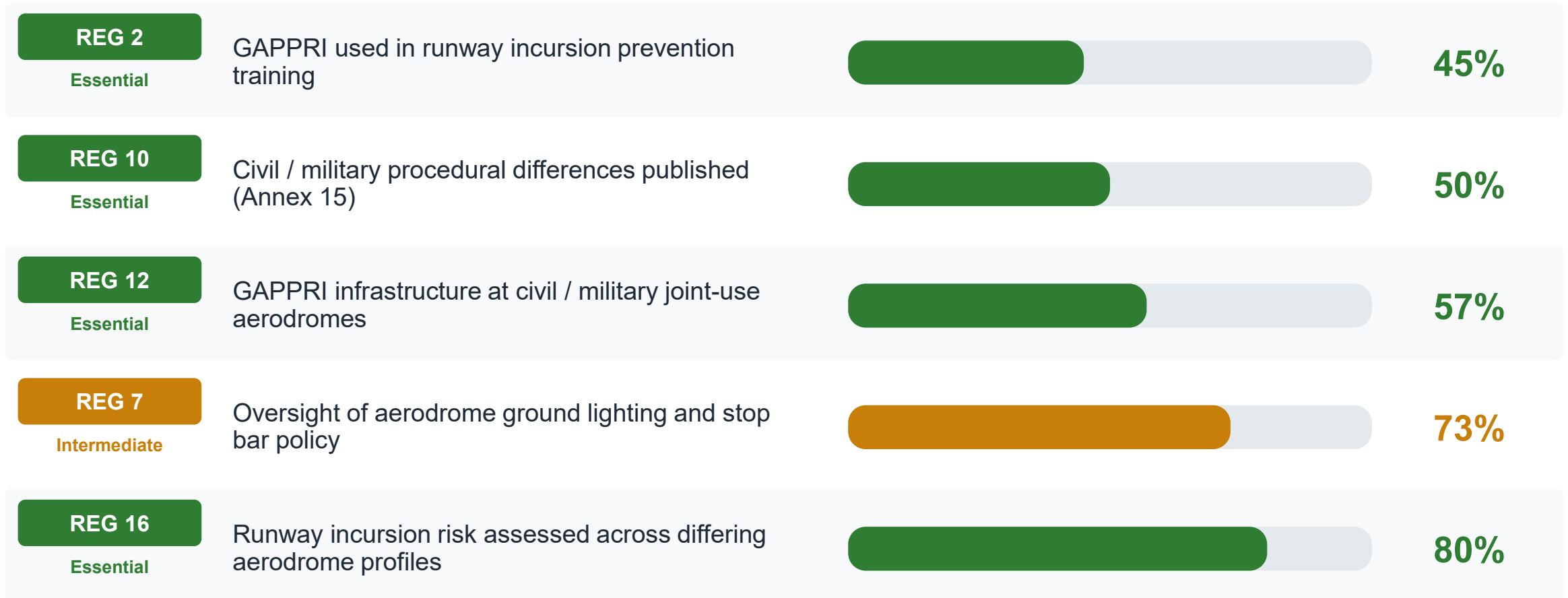
Four of the five are policy and training measures deliverable through the Operations Manual — which is why air operators score highest overall. The lowest is the one needing fleet/EFB investment and regulatory approval.

GAPPRI Implementation

Top challenge areas — regulators

Lowest implementation — Essential and Intermediate recommendations

% implemented



Two of the top three sit on the civil / military boundary, where the regulator may not hold authority. REG 10 and REG 12 rest on small response bases.

GAPPRI Implementation

Top challenge areas — air navigation service providers

Lowest implementation — Essential and Intermediate recommendations

% implemented

ANSP 09

Intermediate

Periodic review of runway inspection procedures and new technology



45%

ANSP 18

Essential

Standard taxi routes to reduce taxiing traffic confusion



45%

ANSP 13

Essential

En route clearances passed prior to taxi



60%

ANSP 25

Intermediate

Assessing the use of “immediate departure”



64%

ANSP 28

Essential

Stop bars controlled by the aerodrome controller, with unserviceability procedures



70%

Several ANSPs assessed standard taxi routes and rejected them as impractical at complex aerodromes — a considered safety judgement, recorded as not implemented.

GAPPRI Implementation

Common challenge areas

Aerodromes	Air operators	Regulators	ANSPs
DOMINANT Capital equipment & infrastructure	DOMINANT Policy & procedure via the Operations Manual	DOMINANT Civil / military boundary	DOMINANT Procedure & phraseology
SECONDARY Governance definitions	SECONDARY Fleet equipage	SECONDARY Embedding GAPPRI in required training	SECONDARY Shared control of infrastructure

The weakest areas are those that no single party can deliver alone

- **Stop bars** need aerodrome investment in infrastructure and ANSP procedures to operate them.
- **Civil / military coordination** is difficult because States do not always hold authority over military aerodromes.
- **Air operators** score highest because most of their recommendations can be delivered independently.

Effective mitigation of runway incursions requires a collaborative approach.

Coordination Mechanism

- The PA-RAST / APRAST coordination mechanism has been trialled over the past 1-2 year
- Has yielded much positive change for APRAST

Support the proposal for this to be a standing mechanism (if RASG-PA & PA-RAST are willing)

We would welcome PA-RAST's comments and evaluation regarding the effectiveness of this trial.