



**REPORT OF THE TWELFTH MEETING OF THE  
REGIONAL AVIATION SAFETY GROUP  
ASIA AND PACIFIC REGIONS  
(RASG-APAC/12)**

Bangkok, Thailand, 17-18 November 2022

The views expressed in this Report should be taken as those of the RASG-APAC and not of the Organization. This Report will be presented to the Air Navigation Commission and the Council, as needed, and any formal action taken will be published in due course as a supplement to the Report.

Approved by the Meeting and  
published by the ICAO Asia and Pacific Office, Bangkok

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**RASG-APAC/12**  
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**ATTACHMENTS:**

Attachment 1	List of Participants
Attachment 2	List of Papers
Attachment 3	List of Decisions and Conclusions

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## **1. Meeting and Registration**

1.1 The Twelfth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/12) was held in the Hybrid Platform in combination of virtual and face to face conducted from the ICAO Asia and Pacific Office, Bangkok, Thailand on 17-18 November 2022.

1.2 The Meeting was attended by 162 participants from 18 States/Administrations i.e. Australia, Bangladesh, Cambodia, Hong Kong China, Macao China, India, Indonesia, Japan, Malaysia, Myanmar, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea, Singapore, Thailand and United States and 09 International Organizations/Industry Partners namely, Airport Council International (ACI), Association of Asia Pacific Airlines (AAPA), Boeing, Civil Air Navigation Services organization (CANSO), European Union Aviation Safety Agency (EASA), Flight Safety Foundation (FSF), International Air Transport Association (IATA), Pacific Aviation Safety Office (PASO), ICAO and COSCAPs. A list of participants is at **Attachment 1** to the Report.

## **2. Opening Session**

2.1 Dr. Manjit Singh, the Deputy Regional Director, ICAO Asia and Pacific Office, on behalf of Regional Director, welcomed and thanked all the participants and the Organizations for their participation in hybrid mode specially for those travelled to ICAO Bangkok Office after a long break due to COVID and Capt. Chester Voo, RASG Vice Chair to attend the meeting physically with his big team. Dr. Manjit appreciated ICAO HQ for joining from far in virtual mode supporting the meeting. He also congratulated the newly elected APAC-AIG Chair, Mr. Stuart Godley from Australia and Vice Chair, Mr. Chow Wah from Singapore.

2.2 Deputy Regional Director delivered opening remarks underlining outcomes of the 41<sup>st</sup> Assembly Meetings including the newly endorsed 2023-2025 edition of Global Aviation Safety Plan. He also reaffirmed that ICAO has given high priority to the needs of the PSIDS with action plans already developed. Further, he underlined key areas and priorities in improving Aviation Safety in the APAC Region.

2.3 He urged the RASG-APAC to look into the USOAP EI level which is below the global average and apprised the audience that only five States completed 100 per cent of SSP implementation 16 are in progress which will delay the audit process of SSPIA. He praised Singapore's effort in facing the SSPIA as the first country in the APAC Region in April this year. Dr. Manjit appreciated the progress made by the APAC States to upload their national aviation safety plan (NASP) in the ICAO Portal.

2.4 Mr. Manjit concluded his remarks with a high note that APRAST under RASG-APAC has formed the Ad-hoc AP-RASP WG timely for the development and implementation of Asia-Pacific Regional Aviation Safety Plan (AP-RASP) objected to align the new version of GASP and the revision of 2023-2025 AP-RASP which is at the final stage of drafting for next triennium. He thanked the Co-Leads and all who contributed immensely to finalize this tedious task and appreciated the Working Paper proposed for the AP-RASP Permanent Working Group instead of Ad-hoc WG for future.

2.5 Captain Victor Liu, the Chairman of the RASG-APAC extended his warm welcome to all the participants to the 12<sup>th</sup> meeting of ICAO RASG-APAC, and his appreciation to colleagues of the ICAO APAC Regional Office for arranging the meeting in hybrid mode. The Chair recapped that the recent 41<sup>st</sup> ICAO Assembly has reaffirmed that air transport serves as a catalyst for a sustainable development and a powerful enabler of global economic recovery. The Chair highlighted that the recently published APAC Annual Safety Report 2022 has summarised the safety performances of the region and identified some areas requiring attention and proactive actions. At this very juncture, it is particularly important that all States/Administrations as well as the industry partners should continue to

work collaboratively and earnestly together to ensure an orderly return-to-normal operation while maintaining aviation safety. Finally, he thanked all the Chairs and the Co-chairs of APRAST, AIG, SEI and SRP Working Groups for their concerted efforts over the years. He encouraged States/Administrations to make good use of all the information and guidance materials developed by those Groups to further enhance safety.

2.6 Capt Chester Voo, the Vice Chair of the RASG-APAC deeply appreciated the work done by different working groups under RASG-APAC despite having huge challenges and limitations due to COVID restrictions. He thanked the Secretariat to organise the meeting in hybrid mode and allowing face to face presence after a long break of three years. He wished the meeting a success having 32 Working Papers and 03 Information Papers to discuss important contemporary safety issues.

### **3. Meeting arrangement**

3.1 Mr. Tao Ma, Regional Director, ICAO Asia and Pacific Office, was the Secretary of the Meeting. Mr. Ma was assisted by Mr. Manjit Singh, Deputy Regional Director. Mr. Susantha De-Silva, Mr. S M Nazmul Anam and Ms. Matima Ariyachaipanich of the Flight Safety Section was responsible for arranging all the Meeting Proceedings.

3.2 The 32 Working Papers (WP) and 03 Information Papers (IP) considered by the Meeting are listed at **Attachment 2** to this Report.

### **4. Decisions and Conclusions**

4.1 The RASG-APAC/12 adopted 12 Decisions. All RASG-APAC/12 Decisions and Conclusions are listed at **Attachment 3** to this Report.

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## **REPORT ON AGENDA ITEMS**

### **AGENDA ITEM 1: ADOPTION OF AGENDA**

#### **1.1 Adoption of Agenda – WP/1**

1.1.1 The provisional agenda of RASG-APAC/12 presented by the Secretariat was adopted by the Meeting.

### **AGENDA ITEM 2: OUTPUT FOR RASG-APAC CONSIDERATION AND APPROVAL**

#### **2.1 Review of the action taken by the ANC/Council on the Report of RASG/11 Meeting – WP/2**

2.1.1 The meeting was informed of the outcome of the ANC and Council review of the Eleventh Meeting of the Regional Aviation Safety Group Asia and Pacific (RASG-APAC/11) that took place from 25 to 26 November 2021 (AN WP/9569).

2.1.2 The meeting noted that the Commission agreed that the challenges imposed by the restrictions related to the COVID-19 pandemic impacted negatively on the work of the RASG-APAC. Furthermore, the postponement of USOAP-CMA activities and the unavailability of on-site technical assistance to the States with SSCs and States with a low level EI score further impacted the activities.

2.1.3 With regards to CAT missions, it was noted that the Commission expressed satisfaction that notwithstanding these difficulties, the State of Pakistan resolved their SSC on 20 January 2022 and additional Combined Action Team (CAT) Missions was planned in the future for Bhutan to resolve their SSC.

2.1.4 The Meeting was informed that the Commission noted with satisfaction that the Asia and Pacific (APAC) Office has given high priority to the needs of the PSIDS with action plans already developed. It was noted that the Commission also recognized that smaller States may have difficulties in establishing an independent aircraft accident and incident investigation authority and encouraged those States to join a regional accident investigation organization (RAIO). The Group was informed that the Commission noted that States and industry had difficulties to meet and maintain competency and validation requirements for staff.

2.1.5 The Meeting noted that the Commission concluded that even though no known cyberattacks were reported in APAC as yet, the States and the Regional Office remain extremely vigilant to this threat. With regard to the implementation of 5G, the Commission was informed that to date, no interference has been reported. The Commission noted with concern that only five States completed 100 per cent of SSP implementation and four APAC States have already uploaded their national aviation safety plan (NASP) to date.

2.1.6 With regards to challenges reported, the Commission noted with concern that there exists a low level of reporting to the Accident/Incident Data Reporting (ADREP) system by States. As such, inconsistency between the actual ADREP data and ADREP application on iSTARS is an issue while validating the data produced by Occurrence Validation Study Group (OVSG).

2.1.7 Some parts of data and information on States' safety performance on iSTARS is outdated. The Commission requested that the Secretariat update the information and validate the individual tools on iSTARS as soon as possible as it is used by States to obtain and share safety data related to the Annual Safety Report.

2.1.8 The Meeting was informed that work is ongoing on an iSTARS update.

## **2.2 High-Level Review of the ICAO 41<sup>st</sup> Assembly – WP/3**

2.2.1 The Meeting was presented with an overview of the outcome of the 41<sup>st</sup> ICAO Assembly (27 Sept 2022 to 7 October 2022, Montreal, Canada). It was noted that 2,573 Ministers and high-ranking government officials from 184 States gathered in-person and virtually. The Meeting noted with satisfaction that the 41<sup>st</sup> Assembly elected its first ever female President, the Director General of Civil Aviation of South Africa, Ms. Poppy Khoza.

2.2.2 The Meeting noted that the ICAO Council President Salvatore Sciacchitano recognized nine States' significant progress in improving safety and security oversight systems by awarding them with Council President Certificates.

2.2.3 The Meeting was informed that other topics for State consideration centered around the integration of unmanned aircraft systems into traditional aviation airspace, the re-opening of air tourism markets and overcoming protectionist constraints to enable air operators to swiftly recover from COVID-19, digital travel documents and the deployment of interoperable health certificates using ICAO verification, and many other issues surrounding future sectoral resilience and passenger security and convenience.

2.2.4 With regards to the election of the 36 countries to serve on the ICAO Council, the meeting noted with satisfaction that, Japan, India, Singapore, Malaysia, Republic of Korea, was elected. The meeting expressed its gratitude to all the States that supported the APAC States during the election.

2.2.5 With regards to the environment, it was noted that the ICAO member States adopted a collective long-term global aspirational goal (LTAG) of net-zero carbon emissions by 2050. It was noted that the 41<sup>st</sup> Session of the ICAO Assembly included the completion of the first periodic review of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). Countries agreed on a new CORSIA baseline from 2024 onwards.

2.2.6 With regards to Aviation Safety and Air Navigation Capacity and Efficiency, States endorsed the latest editions of ICAO's Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP). These important strategic plans guide States cooperation and actions on the basis of global aviation targets and technology roadmaps, enabling aligned worldwide progress on key priorities and challenges.

2.2.7 The endorsement of the latest editions of ICAO's GASP and GANP will bring the aviation community together around common targets and pathways to achieve an agile, safe, secure, sustainable, high-performing and interoperable global air transport system. Cyber resilience of safety critical systems is a key priority in the next edition of the GANP. The Assembly fully endorsed the Safety Stream recommendations from ICAO's High Level Conference on COVID-19.

2.2.8 The Assembly also endorsed the new ICAO Implementation Support Policy which will enhance efforts to assist States to implement the international standards contained in the nineteen Annexes to the Convention on International Civil Aviation.



2.2.9 With regards to implementation, the meeting noted with satisfaction that the Assembly also endorsed the new ICAO Implementation Support Policy which will enhance efforts to assist States to implement the international standards contained in the nineteen Annexes to the Convention on International Civil Aviation. The meeting was informed that the 41<sup>st</sup> ICAO Assembly also agreed that regional aviation safety organizations and accident investigation bodies should be better supported through more sustainable funding and legal frameworks.

## **2.3 A41 Endorsement of the 2023-2025 Edition of the Global Aviation Safety Plan (GASP) – WP/4**

2.3.1 Secretariat presented the WP/4 providing updates to the meeting on the developments of GASP new version 23-25 endorsed by A 41, as summarized below.

2.3.2 The 2023-2025 edition of the GASP maintains some key elements from its previous edition, such as the six goals and the five high-risk categories of occurrences.

2.3.3 The following targets had their date of completion extended, due to the impact of the COVID-19 pandemic:

- a) Goal 2 – Target 2.1 (States to reach an effective implementation (EI) score of 75 per cent by 2022) was extended to 2024;
- b) Goal 3 – Target 3.1 (States to implement the foundation of a State safety programme (SSP) by 2022) was extended to 2023; and
- c) Goal 4 – Target 4.1 (States to seek assistance to strengthen safety oversight capabilities by 2020) was extended to 2023 and reworded.

2.3.4 In addition, new targets were added, to better support States and regions setting in the strategic direction for the management of aviation safety:

- 1. In addition, new targets were added, to better support States and regions setting in the strategic direction for the management of aviation safety:
  - a) Goal 3 – A new Target 3.2 (States to publish a NASP by 2024) was added under this goal;
  - b) Goal 3 – A new Target 3.3 (States to work towards an effective SSP by 2028) replaces Target 3.2 from the 2020-2022 edition; and
  - c) Goal 4 – A new Target 4.2 (Regions to publish an updated regional aviation safety plan (RASP), by 2023) was added.
- 2. The following targets were deleted:
  - d) Goal 2 – Target 2.2 (States to reach a safety oversight index greater than one, in all categories, by 2022). Various factors that could impact the results indicated concerns about its usability, including the changes in traffic volumes resulting from the COVID-19 pandemic, which may create a misperception on actual safety improvements;
  - e) Goal 4 – Existing Target 4.3 (States to actively lead RASGs' safety risk management activities by 2022). The new Target 4.3 (based on the revised Target 4.2) encompasses these activities; which should also be reflected through the RASP. Therefore this target is no longer required; and

- f) Goal 5 – Target 5.2 (Increase the number of service providers participating in industry assessment programmes by 2022) was moved to an example indicator under Target 5.1.

2.3.5 The Meeting noted the developments and amendments of GASP 23-25 version, ICAO Doc 10131, 10161 and 10162 and the revised Asia Pacific Regional Aviation Safety Plan (AP-RASP), 2023-2025 version. The Meeting urged States/Administration to cater the upcoming versions while formulating their NASP and adopted below Decision:

<b>Decision RASG-APAC 12/1 — A41 Endorsement of the 2023-2025 Edition of the Global Aviation Safety Plan (GASP) – WP/4</b>	
That, Secretariat to take actions to circulate a State Letter; a) Urging States/Administrations to note the amendments to the GASP and related ICAO Docs on RASP and NASP to develop their NASP aligning to the new version, b) Review their national aviation safety plan (NASP) if already published NASP, c) States/Administrations to provide the most recent version of their NASP for posting on the ICAO GASP public website (www.icao.int/NASPLibrary)	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> Align with GASP and AP-RASP	<b>Follow-up:</b> <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> Beginning 2023
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

## 2.4 A41 Outcome Related to Safety Management – WP/5

2.4.1 The Secretariat presented the A41 outcomes related to safety management. The Meeting noted the content of this WP and supported the actions of the WP urging the States from APAC Region to submit the practical examples and tools related to management of change at State level, State's civil aviation system description and SMS implementation from different sectors of industry for sharing on the ICAO Safety Management Implementation website (icao.int/smi) which complementary serves as a repository of practical examples and tools to support the implementation of safety management, in support of effective implementation of safety management and achieving the target in Goal 3 of the current edition of the Global Aviation Safety Plan (GASP).

2.4.2 The Meeting noted that to date Australia and Singapore have submitted the examples on the website and ICAO welcome more examples submitted by States/Administrations from APAC Region.

<b>Decision RASG-APAC 12/2 — A41 Outcome Related to Safety Management (WP/5)</b>	
That, RASG-APAC/12 encouraged the States from APAC Region to submit the practical examples and tools related to management of change at State level, State's civil aviation system description and SMS implementation on	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets

the ICAO Safety Management Implementation website. A State Letter will be issued with relevant guidance to that effect by APAC RO coordinating ICAO HQ.	<input type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> To support of effective implementation of safety management and achieve the target in Goal 3 of the current edition of GASP	<b>Follow-up:</b> <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> On going
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

## 2.5 Update on Work Done by APAC-AIG – WP/6

2.5.1 Chairperson APAC-AIG presented the WP/6 updated the meeting on the activities based on APAC-AIG/10 held on 9-10 November 2022 in Hybrid Format from Bangkok, Thailand. Following Key areas of interest were discussed in the APAC-AIG/10 Meeting.

2.5.2 As a commitment of Beijing Declaration, APAC-AIG/10 encouraged States/Administrations to establish an independent accident investigation authority, as required by Annex 13, as well as the related investigation system and procedures. The meeting requested AIG WG to find the training opportunities objected to enhance the accident investigation capabilities of the States/Administrations; and build capacity through the professional development of the States/Administrations' investigators.

2.5.3 In the implementation, Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2020-2022, AP-RASP has identified many Action Items, specifically in the ORG Road Map recognizing APAC AIG as an Active Stake Holder supporting the implementation of those Action Items.

2.5.4 APAC-AIG/10 Meeting deliberated and Adopted Decision APAC-AIG 10/3 that; RO to initiate a State Letter to AIAs of States/Administrations to nominate AIG experts for the Action Item Groups; A.I.20, A.II.1, A.III.1, A.IV.1, A.IV.3, A.V.2, A.V. 3 and A.V.4 strengthening and supporting their work.

2.5.5 Secretariat recommended AIG WG Members from States/Administrations to join the Occurrence Validation Safety Group (OVSG) for harmonising the accident/incident data in coordination with the Regional Office. The Meeting urged States/Administrations to take actions to achieve the following AIG-related targets in the Asia Pacific Regional Aviation Safety Plan: -

- States should achieve at least 75% EI in AIG of USOAP CMA, and an APAC average USOAP EI score in AIG higher than or equal to the global average;
- States should establish an independent aircraft accident and incident investigation authority (AAIIA) as required by Annex 13, as well as related investigation system and procedures;
- Recommend States/Administrations to commit their support to the envisaged MOU for APAC States in collaborating with each other without an obligation;

- Encourage States/Administrations which have not yet done so to pledge their support to the *Asia Pacific Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation*; and
- Request States/Administrations to update the RASG-APAC / APAC AIG on their plan and progress pertaining to the establishment of an independent aircraft accident and incident investigation authority.

## 2.6 Progress of Development of Annual Safety Report – WP/7

2.6.1 Co-chair SRP WG presented the Meeting on the progress of the APAC Annual Safety Report 2022 and the proposed timeline for the development and delivery of the ICAO APAC Annual Safety Report for 2023.

2.6.2 SRP WG addressed that the process for producing the 2022 ASR was impacted by a number of unforeseen matters. Meeting the agreed timeline was also more difficult than usual given that this process was running in parallel to the updating of AP-RASP 2023-25.

2.6.3 The SRP Working Group had intended to include relevant data from the Regional Airspace Safety Monitoring and Advisory Group in the 2022 ASR, but this could not be achieved within the agreed timeline. Further work on simplifying the technical nature of the content, given the broad audience of the ASR is required.

2.6.4 The proposed timeline for the 2023 ASR, retains a similar schedule to that of 2022, with delivery of the final report to occur on or before 22 September 2023.

2.6.5 Hong Kong China, Thailand and ICAO HQ endorsed the effort of made by SRP WG in producing Annual Safety Report 2022.

Decision RASG-APAC 12/3 — Progress of development of Annual Safety Report (WP/7)	
That, RASG-APAC/12 agreed on the proposed timeline for the Annual Safety Report 2023 as discussed in WP/7 and APAC RO shall follow on the progress in coordination with SRP WG and APAC AIG WG.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> Update the Annual Safety Report of APAC Region.	<b>Follow-up:</b> <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> On going
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

## 2.7 Update on APRAST Safety Enhancement Initiative (SEI) WG Activities – WP/8

2.7.1 Co-chair SEI WG presented the WP/8 updating on periodic review for the SEI output conducted by SEI WG and proposing the revised LOC1/CFIT2 SEI's output for RASG-APAC consideration and approval.

2.7.2 The Meeting noted that the original model advisory circular was developed as the output of SEIs LOC1 and CFIT2 and approved in 2015. Although the SEIs LOC1/CFIT2 output was still considered valid for implementation, some recommendations were provided during the periodic review. Over 26 items of feedback from APRAST members were considered during the review which necessitated the aforementioned revisions. The LOC1/CFIT2 SEI's output has been revised and commented within the SEI WG, and the final revision were circulated to all APRAST members for comments by APAC Regional Office State Letters (T 6/8.5 – AP137/22 (FS)) as the Decision APRAST 18/8. The revised LOC1/CFIT2 SEI's output is considered updated and proposed for RASG-APAC consideration and approval.

2.7.3 Co-chair SEI WG reported to the meeting that 4 SEI outputs were reviewed by SEI WG in the year 2022 since the last RASG-APAC/11. The Meeting further noted the process of the SEIs LOC1/CFIT2 output update and changes on the revised LOC1/CFIT2 SEI output presented and approved the proposed LOC1/CFIT2 SEI's output revision. The States/Administrations were encouraged to note the SEIs LOC1/CFIT2 output revision for their implementation and ICAO APAC RO shall update the safety tools session in ICAO APAC webpage.

2.7.4 Hong Kong China, Malaysia, Singapore, Thailand and US CAST expressed their supports and appreciation for the work of the SEI WG. The Meeting adopted the following Decision:

<b>Decision RASG-APAC 12/4 — Update on APRAST Safety Enhancement Initiative (SEI) WG Activities – WP/8</b>	
That, RASG-APAC/12 approved the proposed LOC1/CFIT2 SEI's output revision as attached in the WP/8, and Secretariat will update the safety tools session in ICAO APAC webpage and inform all RASG-APAC members of the SEI's LOC1/CFIT2 output revision for implementation.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> To maintain SEI output current to address the HRCs in APAC Region.	<b>Follow-up:</b> <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> On going
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

## 2.8 Progress Update on Beijing Declaration Commitments – WP/9

2.8.1 The Secretariat presented updates on Beijing Declaration Commitments proposing to review the status of the APAC States' commitments in the field of Air Navigation Services, specifically aviation safety oversight (USOAP EI), State Safety Programme (SSP) implementation, Significant

Safety Concerns (SSCs), Aerodrome Certification and Independence of Aircraft Accident Incident Investigation Authority (AAIIA).

2.8.2 The Meeting was apprised that since October 2020, the Global EI Average has increased from 68% to 69.3%, whereas the APAC EI average remains at 63.6%. The APAC Region is still below the Global average. States were reminded to continue their efforts to achieve greater EI score. Special attention should be put on the part of the eight audit areas that have not been recently audited so that to prevent a reduction of the EI score at the next audit.

2.8.3 It was informed that “*Implementation of an effective SSP by 2025*” is far from target. Only five States in APAC have fully implemented their SSP. Rest of the States/Administrations were urged to take action in implementing SSP by 2025. The meeting also noted the Status of one APAC State still under SSC.

2.8.4 Regarding Aerodrome Certification, the meeting noted that, by November 2022, 90.68% of aerodromes used for international operations were certified, which corresponds to 321 out of 354 aerodromes used for international operations. States are encouraged to expedite the certification of international aerodromes, as the target was the end of 2020. The meeting noted that insignificant progress or no progress made in establishing independent AAIIA, which is same as of last year at 40%.

2.8.5 Regional Director, ICAO APAC informed the Meeting that next Ministerial Conference is planned in India around 3<sup>rd</sup> quarter of 2023 and the RASG Report will be prepared once dates are finalized which is included in the Yearly Work program.

## **2.9 RASG-APAC Procedure Handbook - Proposed Framework for Empowerment and ToRs of APAC Subsidiary Bodies - WP/10**

2.9.1 Secretariat presented the WP/10 highlighting the amendments required in RASG-APAC procedural Handbook. The meeting noted and endorsed that APRAST empowerment framework was introduced for the review which will require RASG-APAC subsidiary bodies to review their ToRs to align the empowerment framework which is edited under Paragraph 4.0 of Appendix A of the current Procedure Handbook.

2.9.2 In addition, the meeting felt the necessity of creating the AP-RASP Working Group as proposed in the paper under APRAST as drafting and revising the AP-RASP every three years will be a regular task for future to align with the GASP published in each triennium. Further, the Appendices has to be re-arranged in sequence when all ToRs are finalized.

2.9.3 The Meeting adopted the following Decision:

<b>Decision RASG-APAC 12/5 — RASG-APAC Procedure Handbook : Proposed Framework for Empowerment and ToRs of APAC Subsidiary Bodies - WP/10</b>	
That, a) RASG-APAC meeting endorsed the Empowerment Framework for APRAST as proposed in WP-10. b) Secretariat shall review the RASG-APAC Procedure Handbook in coordination with all Chairs and Co-Chairs of RASG-APAC and Sub-Groups for the content of the Draft ToRs including ToRs for AP-RASP Standing	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information

Working Group and make necessary Amendments to table it in RASG-APAC/13.	<input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> Update RASG-APAC Procedure Handbook	Follow-up: <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> On going
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

## 2.10 AP-RASP 2023-2025 – WP/11

2.10.1 ACI presented WP/11 on behalf of the Ad-hoc Working Group for the drafting of RASP 2023-2025 as one of the co-leads of the group. The paper recapitulated the high level principles and key amendments that APRAST/18 had approved in June 2022. It also presented the issues encountered during the updating of the 2020-2022 edition of RASP for the next triennium, and the recommended resolutions thereof. The meeting was then presented with a draft RASP 2023-2025 and requested to review and approve it for publication in early 2023.

2.10.2 After reviewing and elaborating on the draft RASP 2023 – 2025, the meeting approved it in principle and adopted an open conclusion as follows to this effect pending the publication of GASP 2023-2025 since the GASP was the parent document of all RASPs. Further elaboration on the matter led to an agreement that until the publication of GASP 2023-2025 the Co-Chairs should retain the right to instruct the Ad Hoc WG via APRAST to make any amendments they deemed appropriate even after this approval in principle. Meeting noted the progress made by the AP-RASP Action Custodian Implementation Sub-groups and sought further support from States/Administrations to nominate experts to strengthen the teams in order to expedite implementation. Additionally, requested all Action Group lead to present a report updating of the progress made to next APRAST in January 2022.

2.10.3 The Meeting noted the updates and adopted the Decision as follows:

Decision RASG-APAC 12/6 — AP-RASP 2023-2025 – WP/11	
That, the draft AP-RASP 2023–2025 be approved pending the publication of GASP 2023-25 and related ICAO Docs subject to any final amendments necessary as the AP-RASP Ad-hoc WG feels deem appropriate until then.	<b>Expected impact:</b> <input type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> To publish a revised Asia Pacific Regional Aviation Safety Plan (AP-RASP), in line with the 2023-2025 edition of the GASP and related new version of ICAO Docs.	Follow-up: <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> Under Process
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

**2.11 Review of Decisions and Conclusions Adopted at APRAST-17 & 18 – WP/12**

2.11.1 This Working Paper was presented by the Secretariat on the updates of APRAST/17 and APRAST/18 conducted in virtual platform from 24-27 January 2022 and 20-24 June 2022 respectively. APRAST/17 adopted 07 Decisions out of which 05 Decisions were completed and 02 Decisions are ongoing and in progress which are carried forward to APRAST/18. APRAST/18 adopted 11 Decisions out of which 09 Decisions are ‘Proposed to be Closed’ and 02 Decisions are ‘Open’ (APRAST 18/2 and 18/9). The updated status of the Decisions adopted at APRAST/17 and APRAST/18 can be found in Attachment A and B to the WP/12.

2.11.2 The Secretariat further updated on the newly launched Monitoring Tools for SEI, NASP, AP-RASP and GASP Mapping. The RASG-APAC Chair appreciated the voluntary effort taken by the IT Team of CAA Bangladesh to build the software and supporting RASG/APRAST effort and appreciated the Secretariat in coordinating. The States/Administrations were urged to nominate contact point with regard to the Monitoring Tools to the Secretariat. The Meeting noted that the workshop will be conducted to guide States/Administrations to use the Monitoring Tools.

2.11.3 The Meeting noted the updates and adopted the Decisions as follows:

<b>Decision RASG-APAC 12/7 — Review of Decisions and Conclusions Adopted at APRAST-17 &amp; 18 – WP/12</b>		
That, the Decisions adopted at APRAST/17 and APRAST/18 as described in Attachments A & B of the WP/12 be endorsed.		<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b>	Achievement of global and regional aviation safety goals and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
<b>When:</b>	Immediate	<b>Status:</b> On going
<b>Who:</b>	<input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

**AGENDA ITEM 3: FOLLOW-UP ON THE OUTCOME OF RASG-APAC/11****3.1 Review of Progress of RASG-APAC/11 Decisions and Conclusions – WP/13**

3.1.1 The Secretariat presented the progress of the RASG-APAC/11 which was held in VTC from Bangkok, Thailand in 24-27 January 2022. RASG-APAC/11 adopted eight Decisions and three Conclusions and all are ‘Proposed to be Closed’.



3.1.2 The United States supported and addressed follow up question on Conclusion RASG-APAC 11/2 whether there will be future action plan for gap analysis to understand how individually developed NASP aligned with AP-RASP. In response, the Secretariat further guided the Meeting on the modules provided on the Monitoring Tools, such as GASP, AP-RASP & NASP Cross Reference module, NASP Implementation Monitoring Tool, and GASP, AP-RASP & NASP SEI Implementation, which adequately address the issues and iPacks/workshops already conducted on NASP development.

3.1.3 Decisions and Conclusions to the Meeting through WP/13 which resulted in the following Decisions:

<b>Decision RASG-APAC 12/8 — Review of progress of RASG-APAC/11 Decisions and Conclusions (WP/13)</b>	
That, the Meeting endorsed the recommendations of the 08 Decisions and 03 Conclusions of RASG-APAC/11 presented in Attachment A to WP/13.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> Achievement of global and regional aviation safety priorities and targets.	<b>Follow-up:</b> <input checked="" type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> Closed
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

3.1.4 The RASG-APAC Chair thanked all for the efforts on the closure of RASG-APAC/11 Decisions and Conclusions and encouraged all States/Administrations to continue to implement the Beijing Declaration commitments.

## 3.2 Update of RASG-APAC 2021/2022 Work Programme – WP/14

3.2.1 The Secretariat presented the progress of the RASG-APAC Standing and Yearly Work Programme 2021/2022 through WP/14.

3.2.2 The Meeting endorsed the status of Standing and Yearly Work Programme 2021/2022 and moved the two open items (Task 1 & 2) to the Standing and Yearly Work Programme 2022/2023 presented through WP/31.

**AGENDA ITEM 4: ICAO / MEMBER STATE / INDUSTRY PRESENTATIONS****4.1 Effectiveness of the DGCA Conference Action Items and Guidance to Develop the Discussion Paper (DP) – WP/15**

4.1.1 The Secretariat presented WP/15 to seek the advice from the RASG-APAC forum, amongst others, on the outcomes of the Asia and Pacific DGCA Conferences and make an endeavor to analyze the effectiveness of the Discussion Papers submitted by the States/Administrations focusing on the regional priorities. To improve the effectiveness of the future Asia and Pacific DGCA Conferences by avoiding duplication of action items and for a more productive outcome, the guidance for developing Discussion Papers for DGCA Conference were proposed to the meeting for comments.

4.1.2 The Meeting were invited to consider on how to best utilize the DGCA Conference to focus on regional and strategic topics and leave the technical/operational topics to the RASG, PIRG, APRAST or various Working Groups.

4.1.3 The United States expressed that DGCA Conference is a more appropriate venue for making decision on how the DGCA Conference papers are filtered down. The United States expressed that it is more appropriate for those decisions on what papers should be included to fall under the DGCA itself. The United States also suggested couples of edit to the guidance instead of limiting the length of papers.

4.1.4 Singapore thanked the Secretariat for this WP which sought to streamline the number and types of papers to be discussed at the DGCA Conference to enhance its effectiveness. Singapore also suggested revisions in para 2.2b) of the WP to ensure that important or outstanding technical and operational issues were not excluded from being tabled at the DGCA Conference, and that the Secretariat also consult States in any decisions to convert a DP to an IP or have the paper withdrawn (ref. para 2.3 of WP/15 and the Guidance in Attachment B). Singapore also suggested that ICAO may wish to consider leveraging the regular RASG-APAC and APANPIRG coordination meetings to discuss matters that should be highlighted to the DGCA Conference. Bangladesh and EASA also recommended for a Guidelines to conduct the DGCA conference and seek for a written procedure with specific roles of different Stakeholders including the Secretariat.

4.1.5 The Meeting adopted the Decisions as follows:

<b>Decision RASG-APAC 12/9 — Guidance to Develop the Discussion Paper (DP) – WP/15</b>	
<p>That, the Secretariat shall:</p> <ul style="list-style-type: none"> <li>a) Circulate the draft guidance given in Attachment B through a State Letter inviting States/Administrations to put further comments; and</li> <li>b) Consolidate all the inputs from different forums on the ‘Guidance for preparation of Papers for the APAC DGCA Conference’ as shown in Attachment B and table it in the next DGCA Conference for approval by the DGs.</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Ops/Technical</li> <li><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input type="checkbox"/> Enhancement of USOAP effective implementation</li> <li><input type="checkbox"/> Monitoring and administration</li> <li><input type="checkbox"/> Capacity Building and Sharing of Information</li> <li><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</li> <li><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</li> </ul>
<b>Why:</b> DGCA Conference Outcomes	<b>Follow-up:</b> <input checked="" type="checkbox"/> Required from States

<b>When:</b> Immediate	<b>Status:</b> Open
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

#### **4.2      Developing the CAAM Compliance Questionnaires (CAAM CQ) For Regulatory Division – WP/16**

4.2.1            WP/16 was presented by Malaysia sharing their experience in conducting Compliance Audits on Industry based on a new procedure of a Compliance Questionnaire (CQ) attached to WP/16. In pursuing the digital transformation plan, CAAM is currently developing the online digital audit checklist, the CAAM Compliance Questionnaires (CQ) for all of its regulatory divisions such as the Flight Operations, Airworthiness, Aviation Security, Air Navigation and Aerodrome Division. The Paper detailed the background, structures and implementation in the development of the CAAM CQ.

4.2.2            Singapore and Hong Kong China supported the paper. The Meeting invited States/Administrations to consider using Compliance Questionnaire Checklist method for standardization and while doing so they may contribute for the improvement of the same by sharing suggestions to improve the CQ.

#### **4.3      Emergency Operation Committee (EOC) – WP/17**

4.3.1            Malaysia presented the WP/17 based on the development of Civil Aviation Authority of Malaysia (CAAM) Emergency Operation Committee (EOC) which is formed to manage aviation accidents, serious incidents and crises in Malaysia and ensure that a measured response, all outgoing information and communication provided to the media and stakeholders are managed well and broadcasted in a timely manner.

4.3.2            The objectives of the EOC are to:

- a) disseminate information/reports of any aviation accident, serious incident and other aviation crisis to MOT and media within the stipulated time frame;
- b) ensure timely, harmonised and authenticated information is provided to all external agencies considering the sensitivity of the information;
- c) verify the licenses, certificates or approval of all the parties involved in the particular aviation accident/incident; and
- d) revise the procedures accordingly as and when required.

4.3.3            Meeting appreciated information shared by Malaysia supporting States in better managing Aviation disasters and promoted sharing of lessons learnt.

#### **4.4      Malaysia's Commitment in supporting ICAO Safety Programs – WP/18**

4.4.1            With the expected increase in air traffic movements in the coming years, Malaysia, by presented the Paper acknowledged the importance of ensuring the safety and skills of personnel in the aviation industry to the highest standards. In doing so, Malaysia reiterated its commitment to ensure implementation of following multiple action plans throughout the next triennium:

- a) Commitment to share CAAM methods in developing Training Policy with ICAO States;
- b) Knowledge sharing and cross-training of Safety Inspectors with neighbouring Civil Aviation Authorities (CAAs);

- c) Commitment to improving the standards of training of ATM personnel regionally;
- d) Offer training assistance and facility through MAvA, a full member of the ICAO TRAINAIR PLUS;
  - i) Performance-based Navigation (PBN) for Air Traffic Controller (ATC); and
  - ii) Fatigue Risk Management System (FRMS) for Air Navigation Service Providers (ANSPs).
- e) Knowledge sharing with CAAs on CAAM Quality Management System (QMS) for ANSP; and
- f) Knowledge sharing with other neighbouring ICAO Member States on Malaysia's journey to restoring FAA's Safety Rating to Category 1 specifically in the areas of aircraft operations (OPS) and airworthiness of aircraft (AIR).

4.4.2 US FAA and ICAO Secretariat supported the training initiative. Meeting appreciated and noted the support committed by Malaysia in improving the safety oversight capabilities of the States/Administrations in the APAC region through collaborative efforts.

#### **4.5 Regulation of small unmanned Aircraft in Hong Kong China – Update on the implementation of the New Regulatory Regime – WP/19**

4.5.1 The Meeting noted the Working Paper presented by Hong Kong China on the efforts to introduce and promote the Small Unmanned Aircraft Order, as well as to facilitate a smooth transition to the new risk-based regulatory regime.

4.5.2 States/Administrations are encouraged to continue to share their experiences and regulatory best practices in regulating small unmanned aircraft.

4.5.3 Malaysia and Macao China supported and appreciated the sharing by Hong Kong China. ICAO also highlighted regional guidance and events relating to Remotely Piloted Aircraft System (RPAS)/drones and encouraged States/Administrations to visit the wide range of information and resources put up on ICAO website.

#### **4.6 Regulatory Oversight and Support for the Industry's Service Resumption – WP/20**

4.6.1 This Working Paper was presented by Hong Kong China highlighting the challenges faced by the industry during COVID-19 and the actions that the Civil Aviation Department of Hong Kong China has taken in assisting the industry in preparing for and implementing the service resumption plans. Experiences of Hong Kong China has shown that there are key steps that the regulators and airline industry must take to ensure safe and orderly resumption of operations.

4.6.2 States/Administrations were invited to note the proactive efforts made by Hong Kong China in regulating and facilitating the passenger service resumption of airlines and other aviation activities. States/Administrations were also encouraged to share their experiences and national best practices on this important topic, as well as their considerations and plans.

4.6.3 Malaysia and Singapore endorsed the paper and the efforts of Hong Kong China made on handling service resumption. Boeing also expressed support as an aircraft manufacturer whose roles are essential in respect of aircraft reactivation.

#### 4.7 APAC Activities on ATM Safety Management – WP/21

4.7.1 The Secretariat (RSO) presented the WP/21 and the meeting noted the challenges and difficulties faced by APAC States with respect to enhancing safety as an integral part of SSP and SMS implementation capabilities of states, based on the survey conducted by the APAC RSO last year.

4.7.2 The survey results on ATM Safety Culture in the APAC region, with the support from the ATM SG/9, ATM SG/10, and DGCA/57, were shared, and key observations and conclusions through the survey results are found in the attachment to the paper. States/Administrations and RASG-APAC may wish to utilize the data in the Appendix for better planning and improvements in promoting a positive safety culture and strengthen the safety management performance in ATM subject area.

4.7.3 Meeting, having noted the two complimentary roles between APINPIRG and RASG APAC in fostering the implementation of the APAC Seamless ATM Plan and the AP-RASP at the regional level to achieve a higher level of safety of air transport system, the meeting supported fostering enhanced coordination and corporation between the two.

4.7.4 Malaysia, Singapore, The United States and CANSO supported the paper and the Meeting urged States/Administrations to support the upcoming APAC Regional workshop on Safety Culture and Safety Management in 2023 by providing expertise and necessary resources, as applicable in pursuit of ICAO APAC's harmonized regional implementation support.

4.7.5 The Meeting decided the following Decision:

<b>Decision RASG-APAC 12/10 — APAC Activities on ATM Safety Management – WP/21</b>	
That, APAC RO shall coordinate to organize Workshops on Safety Culture in the region.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> Achievement of global and regional aviation safety priorities and targets.	<b>Follow-up:</b> <input checked="" type="checkbox"/> Required from States
<b>When:</b> 2023	<b>Status:</b> Open
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

#### 4.8 5G Workshop Outcome organized by Boeing – WP/22

4.8.1 Boeing presented WP/22 on behalf of the ICAO Secretariat and the Workshop partners from Singapore, United States, IATA and the ICAO MID Regional Office. With the objectives of raising awareness, promoting best practices and sharing mitigation strategies with States in Asia Pacific, ICAO organized a 5G interference workshop with the support of the aforementioned partners on

16 November 2022. The Workshop was conducted in a hybrid format and was attended by over 140 participants from 20 States and Administrations. The workshop provided a holistic view of the issue by covering the perspectives from regulators, the industry and aircraft manufacturers. The Workshop included a breakout session where participants from States discussed ideas, challenges, as well as the next steps which States could take to address the 5G/RA issue in the Asia and Pacific Regions.

4.8.2 The key takeaways from the Workshop include raising awareness within the aviation industry and with the telecommunications industry. The Meeting recommended States to work with the telecommunications regulator in respective States to proactively address potential 5G interference with aviation activity and requested ICAO to further facilitate the direct engagement between aviation regulators and the telecommunications community.

#### **4.9 5G/Radio Altimeters issue and Frequency Interference – Outcomes from CNS SG/26 Meeting – WP/23**

4.9.1 WP/23 was presented by the Secretariat (CNS) updating RASG on the discussions conducted in the 26<sup>th</sup> Meeting of the Communications, Navigation and Surveillance Sub-group of APANPIRG (CNS SG/26) and its contributory bodies about 5G implementation and potential impacts on aircraft radio altimeters, as well as frequency interference issue in the Region.

4.9.2 Meeting noted with concern, on the information presented in the paper and its Appendices A, B and C and urged States/Administrations to report to the relevant contributory bodies of the ICAO RASG-APAC in a timely manner on the events reported on the frequency interference.

4.9.3 Singapore called for States of Design and aircraft manufacturers to, when possible, share relevant technical information with States. This would facilitate data-informed discussions between CAAs and State telecommunication authorities on the deployment of C-band 5G base stations in a manner that would minimize the risk of interference to aircraft radio altimeters in and around airports.

#### **4.10 Safety Culture and Effective Management of Risk – WP/24**

4.10.1 WP/24 presented by the United States provided an overview of the Federal Aviation Administration's (FAA) Safety Management Systems (SMS) best practices in establishing and maintaining a Positive Safety Culture. In line with the Recommendation 1/2, of ICAO High-level Conference on COVID-19 (HLCC) where ICAO globally reaffirmed the continued importance of a robust Reporting Culture and Positive Safety Culture, this paper shared information on the evolution of safety management currently taking place in the United States, namely efforts to further refine and define components of a Positive Safety Culture. The United States supports adoption of Positive Safety Culture, which is a foundation for effective safety management in aviation as this enables the ability to gather information critical to proactively addressing safety risks.

4.10.2 This Paper focused on Just Reporting Culture, which are two of the five components of a Positive Safety culture (Just Reporting, Learning, Flexible and Informed). The presence of these components in an organization demonstrate a commitment to safety over other competing goals and demands and ensures safety enhancing behaviours are practiced even when no one is watching. The United States will continue to share next steps, future initiatives, and progress on their Safety Culture journey in future working papers and invites the Meeting and regional partners to collaborate on respective safety culture journeys for alignment.

4.10.3 Singapore and Malaysia supported the paper and decision was taken to conduct more workshops for APAC Region on Safety Culture as prescribed under WP/21 and WP/24 (also refer to Decision RASG-APAC 12/10).

#### **4.11 The United States Federal Aviation Administration Advanced Air Mobility Activities – WP/25**

4.11.1 WP/25 was presented by the United States based on information about the United States (U.S.) Federal Aviation Administration (FAA) Advanced Air Mobility (AAM) integration activities. As a rapidly emerging new sector of the aerospace industry, AAM has the potential to connect communities that were previously underserved by aviation. Noting the potential long-lasting benefits of this new sector, the FAA aims to safely and efficiently integrate automated aircraft into the US National Airspace System. Meeting urged the global aviation community to take incremental steps to best enable these advanced concepts. All stakeholders must work closely together to safely and efficiently integrate these new aviation technologies into the existing system, and thereby turn new and innovative concepts into long-lasting benefits.

4.11.2 Malaysia supported the paper and the meeting noted the open invitation by the United States for enhanced and continued collaboration with regulators and the AAM community around the globe in order to move toward AAM integration with global partners

#### **4.12 United States National Aviation Safety Plan (NASP) – WP/26**

4.12.1 The United States presented the WP/26 and shared updates on the U.S. NASP published in September 2022 and encouraged the Asia and Pacific States and Regions to continue progressing development and implementation of their respective NASPs and RASP appropriate to aviation systems and needs. The Meeting noted the information provided and USA invitation to visit the FAA's website to view the U.S. NASP ([www.faa.gov/usnasp](http://www.faa.gov/usnasp)).

4.12.2 Recognising that the 40<sup>th</sup> ICAO Assembly, the High-level Conference on COVID-19, and the 2023-2025 GASP endorsed by the 41<sup>st</sup> ICAO Assembly have all recommended States to develop a NASP and contribute to the applicable RASP, the paper encouraged States/Administrations to develop their Respective NASPs and share it in the ICAO website and Malaysia supported the paper.

#### **4.13 IATA Operational Safety Audit (IOSA) – WP/27**

4.13.1 The IATA Operational Safety Audit (IOSA) Program is an internationally recognized and accepted evaluation system designed to assess an airline's operational management and control systems. The 35<sup>th</sup> Session of the ICAO Assembly recognized the value of the IATA Operational Safety Audit Program (IOSA) as a complementary measure to the regulatory oversight activities of States. This recognition was reiterated in Assembly Resolution A37-5. In the 38<sup>th</sup> Session of the Assembly, the Technical Commission expressed its support for the IOSA programme and recommended that ICAO continue its support of IOSA and the additional elements under Enhanced IOSA as a complementary source of information for State safety oversight activities.

4.13.2 With the intention to further enhance the efficacy of the IOSA program and contribute to the lowering of global accident rates, IATA will introduce a risk-based approach to IOSA audits. Such incremental safety assurance will be achieved through more efficient and effective audits.

4.13.3 USA, Malaysia and Hong Kong China supported the paper. The Meeting recognized the evolution of the IATA Operational Safety Audit (IOSA) to a risk-based audit programme as a necessary and important step to improve safety in line with the ICAO GASP as well as the value of IOSA as an industry assessment programme that can provide useful information to civil aviation authorities to complement their safety oversight functions.

**4.14 Use of ISAGO to complement oversight of Ground Handling Service Providers (GHSPs) and to drive Global Standardization – WP/28**

4.15.1 IATA presented the WP/28 sharing information on the IATA Safety Audit for Ground Operations (ISAGO) as an independent assessment of a ground handling service provider (GHSP). Meeting noted that ISAGO, supports and supplements the air operator's oversight of outsourced ground handling operations that drives the implementation of standardized operational procedures and management system requirements by GHSPs, thereby increasing the adoption of harmonized industry best practices such as the IATA Ground Operations Manual (IGOM) amongst the ground handling stakeholders.

4.15.2 ISAGO contributes towards better GHSPs' performance and risk reduction in ground operations complementing safety assurance activities of air and aerodrome operators. The ISAGO audit reports can, if recognised by the regulatory authority, compensate and/or complement an air operator's own oversight audits. In addition, the ISAGO audits, and audit reports provide safety assurances that contribute to a State Safety Programme, supplementing aerodrome certification and aerodrome licensing requirements and offering an industry solution in lieu of global ground handling regulation.

4.15.3 Meeting encouraged States:

- a) to take Guidance from ICAO Doc 10121 **Manual on Ground Handling** and recognize industry initiatives (ISAGO) in order to improve and harmonize operations, as well as standardization and SMS implementation through risk reduction in ground operations.
- b) to continue working with industry to develop a flexible and balanced approach to strengthen the oversight of ground handling;
- c) to recognize IGOM as a standardized procedure for ground handling operations
- d) to recognize ISAGO as an acceptable means of compliance to requirements for air operator oversight of ground handling operations; and
- e) to recommend civil aerodromes operators to recognize ISAGO as a standardized oversight of ground handling operations.
- f) to consider the State based GHSPs to undergo the ISAGO accreditation process and to encourage the implementation of the ISAGO accreditation as one of the criteria to license GHSPs at civil aerodromes.

**4.14 Need To establish APRAST new Safety Enhanced Initiatives (SEI) focused on implementation and Monitoring – WP/29**

4.15.1 IATA presented the WP/29 to highlight the need to revise and enhance current SEIs and develop new SEIs to focus on implementation, monitoring and continuous improvement involving other industry partners. The paper also highlighted the outcomes of the first Asia Pacific Safety Seminar (ASPACSS) organized by IATA in Singapore in August 2022.

4.15.2 The Meeting agreed to recommend APRAST to consider revising and or developing new SEIs addressing the three high risk categories i.e. CFIT, LOC-I and RS as listed in the paper.



4.15.3 Meeting also agreed to recommend APRAST to consider for the prioritization of the three other safety areas of improvement to develop SEI(s) as indicated below:

- a) SEI to guide airport operators and States to ensure glide slope alignment with visual aids (PAPI, VASI).
- b) SEI to guide States in developing model regulation for the use of Electronic Flight Bag (EFB) by the aircraft operators.
- c) SEI to guide airport operators and States to enhance wildlife management.

#### **4.16 State Safety Programme Implementation – Sharing of Experience and Lessons Learnt – WP/30**

4.16.1 Singapore presented WP/30 which shared its experience and lessons learnt from its State Safety Programme Implementation Assessment (SSPIA) under Phase 2 by ICAO in April 2022. Indonesia, Malaysia, the Republic of Korea and the United States supported this Working Paper.

4.16.2 The Meeting congratulated Singapore on the good outcome of its SSPIA Phase 2 and supported Singapore's proposal for the Secretariat to work with APRAST to organize a Workshop or equivalent for States to share experience and knowledge in key SSP implementation topics to strengthen SSP implementation in the Region.

4.16.3 The Meeting adopted the following Decision:

<b>Decision RASG-APAC 12/11 — State Safety Programme Implementation – Sharing of Experience and Lessons Learnt – WP/30</b>	
That, the Secretariat to work with APRAST to organize a workshop for States to share experience and knowledge in key SSP implementation topics to strengthen SSP implementation in the Region.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> Achievement of global and regional aviation safety priorities and targets.	<b>Follow-up:</b> <input checked="" type="checkbox"/> Required from States
<b>When:</b> 2023	<b>Status:</b> Open
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

#### **4.17 Updates on the Implementation of ICAO needs Study on PSIDS – WP/32**

4.17.1 WP/32 was presented by the Secretariat and updated on the implementation of the recommendations arising from the ICAO Pacific Small Island Developing States Needs Analysis (PSIDS\*Study) of September 2019 and other technical assistance support provided to the PSIDS. The

Meeting noted the updates from the Secretariat and Meeting urged States/Administration to continue to:

- a) support the PSIDS through provision of technical assistance, capacity building training fellowships etc.; and
- b) support ICAO through voluntary support, both Subject Matter Experts (SMEs) when necessary and funding for the continuing implementation of the PSIDS Study recommendations.

**AGENDA ITEM 5: RASG-APAC YEARLY/STANDING WORK PROGRAMME 2022/2023 (PROPOSED) FOR CONSIDERATION AND APPROVAL**

**5.1 Proposed RASG-APAC 2022/2023 Yearly and Standing Work Programme – WP/31**

5.1.1 The Secretariat presented the WP/31. The Meeting noted the proposed RASG-APAC 2022/2023 Yearly and Standing Work Programme.

5.1.2 The Meeting endorsed the following Decision:

<b>Decision RASG-APAC 12/12 — RASG-APAC Yearly/Standing Work Programme 2022/2023 (proposed) – WP/31</b>	
That, the proposed RASG-APAC 2022/2023 Yearly and Standing Work Programme is approved, as in <b>Attachment A</b> of WP/31.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> To achieve global and regional aviation safety priorities and targets.	<b>Follow-up:</b> <input checked="" type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> Open
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

**AGENDA ITEM 6: ANY OTHER BUSINESS**

**6.1** Malaysia presented IP/02 on the Restoration of Malaysia's Air Safety Rating of FAA Category 1. The meeting congratulated Malaysia for the achievement.

**6.2** RASG-APAC Chair noted that some of the WPs/IPs were put onto the website at a very late stage. To better facilitate early review of the Working Paper, the Chair suggested that the Secretariat and States/Administrations follow the timeline approved in the RASG-APAC Procedure Handbook for submission of papers in future.

**6.3** Secretariat recommended that all future meetings for ICAO APAC should be organized in face to face preferably.

**6.4 Date and Venue of the next Meeting**

**6.3.1** The RASG-APAC/13 dates and venue will be notified in due course preferably in the third week of November 2023 in face to face mode.

**6.5 Closing of the Meeting**

**6.5.1** The ICAO Regional Director thanked the RASG-APAC Chair and RASG-APAC Vice-Chair of the Meeting and participants for their contributions for the Meeting.

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**LIST OF PARTICIPANTS**

**Total registered participants = 162**

*(from States/Administration / Int'l Org & Industry Partners = 145 and ICAO = 17)*

**Total number of States / Administration = 18**

**Int'l Organization / Industry Partners = 9 (including ICAO)**

	States / Administrations / International Organizations / Industry Partners	No. of participants
1.	Australia	5
2.	Bangladesh	4
3.	Cambodia	13
4.	Hong Kong, China	13
5.	Macao, China	5
6.	India	7
7.	Indonesia	5
8.	Japan	3
9.	Malaysia	7
10.	Myanmar	5
11.	Nepal	4

	States / Administrations / International Organizations / Industry Partners	No. of participants
12.	New Zealand	1
13.	Pakistan	4
14.	Philippines	1
15.	Republic of Korea	7
16.	Singapore	5
17.	Thailand	21
18.	United States (FAA)	15
	<b>Int'l Org / Industry Partners</b>	
1.	AAPA	2
2.	ACI	1

	States / Administrations / International Organizations / Industry Partners	No. of participants
3.	Boeing	2
4.	CANSO	2
5.	EASA	1
6.	FSF	1
7.	IATA	10
8.	PASO	1
9.	ICAO HQ, APAC, RSO and COSCAPs	17
<b>Total</b>		<b>162</b>

State / Organization / Name / Designation			E-mail	Type of attendance	
1.	Australia				
	1.	Mr. Richard GREGOR	Manager Safety Intelligence and Analysis (CASA) Co-Chair (State) Safety Reporting Program Working Group Civil Aviation Safety Authority of Australia	<a href="mailto:richard.gregor@casa.gov.au">richard.gregor@casa.gov.au</a> ; <a href="mailto:international@casa.gov.au">international@casa.gov.au</a> ;	Virtual

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State / Organization / Name / Designation			E-mail		Type of attendance
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State / Organization / Name / Designation			E-mail		Type of attendance
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<b>9.</b>	<b>Malaysia</b>				
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	57.	Captain Norazman Bin Mahmud	Deputy Chief Executive Officer (Regulators) Civil Aviation Authority of Malaysia	<a href="mailto:norazman.mahmud@caam.gov.my">norazman.mahmud@caam.gov.my</a> ;	On-site
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State / Organization / Name / Designation			E-mail		Type of attendance
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	108.	Ms. Supalux Mongkorn	Head, Digital Strategy and Governance Thai Airways International Public Co., Ltd.	<a href="mailto:Supalux.c@thaairways.com">Supalux.c@thaairways.com</a> ;	Virtual

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State / Organization / Name / Designation			E-mail		Type of attendance
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State / Organization / Name / Designation			E-mail	Type of attendance	
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State / Organization / Name / Designation			E-mail		Type of attendance
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State / Organization / Name / Designation			E-mail		Type of attendance
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Attachment 1 to the Report

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## LIST OF WORKING PAPERS AND INFORMATION PAPERS

*(Presented by the Secretariat)*

### WORKING PAPERS

WP No.	Agenda	Title	Presented by
WP/1	1	Adoption of the Provisional Agenda	Secretariat
WP/2	2	Review of the action taken by the ANC/Council on the Report of RASG-APAC/11	Secretariat
WP/3	2	High-Level Review of the ICAO 41st Assembly	Secretariat
WP/4	2	A41 Endorsement of the 2023-2025 Edition of the Global Aviation Safety Plan (GASP	Secretariat
WP/5	2	A41 Outcome of SSP	Secretariat
WP/6	2	Update on Work Done by APAC-AIG	Chairman APAC-AIG
WP/7	2	Progress of Development of Annual Safety Report	SRP WG Co-chairs
WP/8	2	Updates by Safety Enhancement Initiative (SEI) WG	SEI WG Co-chairs
WP/9	2	Where does APAC Stand with the Beijing Declaration Commitments	Secretariat
WP/10	2	RASG-APAC Procedure Handbook - Proposed Framework for Empowerment and ToRs of APAC Subsidiary Bodies	Secretariat & APRAST Co-Chairs
WP/11	2	Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2023-2025	AP-RASP Ad-Hoc WG
WP/12	2	Review of Decisions and Conclusions Adopted at APRAST/17 and APRAST/18 and its Progress	Secretariat
WP/13	3	Progress Update Of The RASG-APAC/11 Decisions And Conclusions	Secretariat
WP/14	3	Update of RASG-APAC/11 Annual & Standing Work Program 2021/2022	Secretariat
WP/15	4	Effectiveness of DGCA Action Items and Future Guidance to Develop the Discussion Paper	Secretariat
WP/16	4	Developing the CAAM Compliance Questionnaires (CAAM CQ) for Regulatory Division	Malaysia
WP/17	4	Emergency Operation Committee (EOC)	Malaysia
WP/18 (revision 1)	4	Malaysia's Commitment In Supporting ICAO Safety Programmes	Malaysia

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<b>WP No.</b>	<b>Agenda</b>	<b>Title</b>	<b>Presented by</b>
WP/19	4	Regulation of Small Unmanned Aircraft in Hong Kong, China – Update on the Implementation of the New Regulatory Regime	Hong Kong, China
WP/ 20	4	Regulatory Oversight and Support for the Industry’s Service Resumption	Hong Kong, China
WP/21	4	APAC Activities on ATM Safety Management	Secretariat
WP/22	4	ICAO Asia Pacific Regional 5G Interference Workshop	Boeing
WP/23	4	5G/Radio Altimeters Issue and Frequency Interference – Outcomes from CNS SG/26 Meeting	Secretariat
WP/24	4	Safety Culture and Effective Management of Risk	United States
WP/25	4	The United States Federal Aviation Administration Advanced Air Mobility Activities	United States
WP/26	4	United States National Aviation Safety Plan	United States
WP/27	4	IATA Operational Safety Audit (IOSA)	IATA
WP/28	4	Use of ISAGO to Complement Oversight of Ground Handling Service Providers (GHSPS) and to Drive Global Standardisation	IATA
WP/29	4	Need to Establish APRAST New Safety Enhanced Initiatives Focused on Implementation and Monitoring	IATA
WP/30	4	State Safety Programme Implementation – Sharing of Experience and Lessons Learnt	Singapore
WP/31	5	Proposed RASG-APAC 2022/2023 Yearly and Standing Work Programmes	APRAST Co-Chairs
WP/32 (revision 1)	4	Updates on the Implementation of ICAO needs Study on PSIDS	Secretariat

**INFORMATION PAPERS**

<b>IP No.</b>	<b>AGENDA</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
IP/1	-	List of Papers	—
IP/2	4	The Restoration of Malaysia's Air Safety Rating to Category 1	Malaysia
IP/3	4	United States Unmanned Aircraft System Traffic Management	United States
IP/4	4	Managing Changes to Spectrum use for Safe Coexistence	United States

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**LIST OF DECISIONS AND CONCLUSIONS OF THE RASG-APAC/12**

<b>Decision RASG-APAC 12/1 — A41 Endorsement of the 2023-2025 Edition of the Global Aviation Safety Plan (GASP) – WP/4</b>	
<p>That, Secretariat to take actions to circulate a State Letter;</p> <p>a) Urging States/Administrations to note the amendments to the GASP and related ICAO Docs on RASP and NASP to develop their NASP aligning to the new version,</p> <p>b) Review their national aviation safety plan (NASP) if already published NASP,</p> <p>c) States/ Administrations to provide the most recent version of their NASP for posting on the ICAO GASP public website (www.icao.int/NASPLibrary)</p>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input checked="" type="checkbox"/> Monitoring and administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<b>Why:</b> Align with GASP and AP-RASP	<b>Follow-up:</b> <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> Beginning 2023
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

<b>Decision RASG-APAC 12/2 — A41 Outcome Related to Safety Management (WP/5)</b>	
<p>That, RASG-APAC/12 encouraged the States from APAC Region to submit the practical examples and tools related to management of change at State level, State's civil aviation system description and SMS implementation on the ICAO Safety Management Implementation website. A State Letter will be issued with relevant guidance to that effect by APAC RO coordinating ICAO HQ.</p>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input type="checkbox"/> Monitoring and administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<b>Why:</b> To support of effective implementation of safety management and achieve the target in Goal 3 of the current edition of GASP	<b>Follow-up:</b> <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> On going
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	



**RASG-APAC/12**  
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<b>Decision RASG-APAC 12/3 — Progress of development of Annual Safety Report (WP/7)</b>	
That, RASG-APAC/12 agreed on the proposed timeline for the Annual Safety Report 2023 as discussed in WP/7 and APAC RO shall follow on the progress in coordination with SRP WG and APAC AIG WG.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> Update the Annual Safety Report of APAC Region.	<b>Follow-up:</b> <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> On going
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

<b>Decision RASG-APAC 12/4 — Update on APRAST Safety Enhancement Initiative (SEI) WG Activities – WP/8</b>	
That, RASG-APAC/12 approved the proposed LOC1/CFIT2 SEI's output revision as attached in the WP/8, and Secretariat will update the safety tools session in ICAO APAC webpage and inform all RASG-APAC members of the SEI's LOC1/CFIT2 output revision for implementation.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> To maintain SEI output current to address the HRCs in APAC Region.	<b>Follow-up:</b> <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> On going
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

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<b>Decision RASG-APAC 12/5 — RASG-APAC Procedure Handbook : Proposed Framework for Empowerment and ToRs of APAC Subsidiary Bodies - WP/10</b>	
<p>That,</p> <p>a) RASG-APAC meeting endorsed the Empowerment Framework for APRAST as proposed in WP-10.</p> <p>b) Secretariat shall review the RASG-APAC Procedure Handbook in coordination with all Chairs and Co-Chairs of RASG-APAC and Sub-Groups for the content of the Draft ToRs including ToRs for AP-RASP Standing Working Group and make necessary Amendments to table it in RASG-APAC/13.</p>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input checked="" type="checkbox"/> Monitoring and administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<b>Why:</b> Update RASG-APAC Procedure Handbook	<b>Follow-up:</b> <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> On going
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

<b>Decision RASG-APAC 12/6 — AP-RASP 2023-2025 – WP/11</b>	
<p>That, the draft AP-RASP 2023–2025 be approved pending the publication of GASP 2023-25 and related ICAO Docs subject to any final amendments necessary as the AP-RASP Ad-hock WG feels deem appropriate until then.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Ops/Technical</p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input checked="" type="checkbox"/> Monitoring and administration</p> <p><input type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<b>Why:</b> To publish a revised Asia Pacific Regional Aviation Safety Plan (AP-RASP), in line with the 2023-2025 edition of the GASP and related new version of ICAO Docs.	<b>Follow-up:</b> <input type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> Under Process
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

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<b>Decision RASG-APAC 12/7 — Review of Decisions and Conclusions Adopted at APRAST-17 &amp; 18 – WP/12</b>	
That, the Decisions adopted at APRAST/17 and APRAST/18 as described in Attachments A & B of the WP/12 be endorsed.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> Achievement of global and regional aviation safety goals and targets.	<b>Follow-up:</b> <input checked="" type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> On going
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>Decision RASG-APAC 12/8 — Review of progress of RASG-APAC/11 Decisions and Conclusions (WP/13)</b>	
That, the Meeting endorsed the recommendations of the 08 Decisions and 03 Conclusions of RASG-APAC/11 presented in Attachment A to WP/13.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<b>Why:</b> Achievement of global and regional aviation safety priorities and targets.	<b>Follow-up:</b> <input checked="" type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> Closed
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

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<b>Decision RASG-APAC 12/9 — Guidance to Develop the Discussion Paper (DP) – WP/15</b>	
<p>That, the Secretariat shall:</p> <ul style="list-style-type: none"> <li>a) Circulates the draft guidance given in Attachment B through a State Letter inviting States/Administrations to put further comments; and</li> <li>b) Consolidate all the inputs from different forums on the ‘Guidance for preparation of Papers for the APAC DGCA Conference’ as shown in Attachment B and table it in the next DGCA Conference for approval by the DGs.</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Ops/Technical</li> <li><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input type="checkbox"/> Enhancement of USOAP effective implementation</li> <li><input type="checkbox"/> Monitoring and administration</li> <li><input type="checkbox"/> Capacity Building and Sharing of Information</li> <li><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</li> <li><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</li> </ul>
<b>Why:</b> DGCA Conference Outcomes	<b>Follow-up:</b> <input checked="" type="checkbox"/> Required from States
<b>When:</b> Immediate	<b>Status:</b> Open
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>Decision RASG-APAC 12/10 — APAC Activities on ATM Safety Management – WP/21</b>	
<p>That, APAC RO shall coordinate to organize Workshops on Safety Culture in the region.</p>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Ops/Technical</li> <li><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input checked="" type="checkbox"/> Enhancement of USOAP effective implementation</li> <li><input checked="" type="checkbox"/> Monitoring and administration</li> <li><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</li> <li><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</li> <li><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</li> </ul>
<b>Why:</b> Achievement of global and regional aviation safety priorities and targets.	<b>Follow-up:</b> <input checked="" type="checkbox"/> Required from States
<b>When:</b> 2023	<b>Status:</b> Open
<b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

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<b>Decision RASG-APAC 12/11 — State Safety Programme Implementation – Sharing of Experience and Lessons Learnt – WP/30</b>	
<p>That, the Secretariat to work with APRAST to organize a workshop for States to share experience and knowledge in key SSP implementation topics to strengthen SSP implementation in the Region.</p>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input checked="" type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input checked="" type="checkbox"/> Monitoring and administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p><b>Why:</b> Achievement of global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p><b>When:</b> 2023</p>	<p><b>Status:</b> Open</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

<b>Decision RASG-APAC 12/12 — RASG-APAC Yearly/Standing Work Programme 2022/2023 (proposed) – WP/31</b>	
<p>That, the proposed RASG-APAC 2022/2023 Yearly and Standing Work Programme is approved, as in <b>Attachment A</b> of WP/31.</p>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input checked="" type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input type="checkbox"/> Monitoring and administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p><b>Why:</b> To achieve global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p><b>When:</b> Immediate</p>	<p><b>Status:</b> Open</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

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