



**REPORT OF THE THIRTEENTH MEETING OF THE
REGIONAL AVIATION SAFETY GROUP
ASIA AND PACIFIC REGIONS
(RASG-APAC/13)**

Hong Kong China, 18-19 December 2023

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/13
Table of Contents

TABLE OF CONTENTS

1. Meeting and Registration	i
2. Opening Session	i
3. Meeting Arrangement	ii
4. Decisions and Conclusions	ii
AGENDA ITEM 1: Adoption of Agenda	1
AGENDA ITEM 2: Election of Chair & Vice Chair.....	1
AGENDA ITEM 3: Outputs for RASG-APAC Consideration and Approval	1
AGENDA ITEM 4: Follow-up on the outcome of RASG-APAC/12	11
AGENDA ITEM 5: ICAO / Member State / Industry Presentations	12
AGENDA ITEM 6: RASG-APAC Yearly/Standing Work Programme 2023-2024 (Proposed) for Consideration and Approval	20
AGENDA ITEM 7: Any Other Business	20

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 Thirteenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/13) was held at the Hong Kong Civil Aviation Department (HKCAD) Headquarters Auditorium in Hong Kong China on 18-19 December 2023.

1.2 The Meeting was attended by 88 participants from 20 States/Administrations i.e. Australia, Bhutan, Cambodia, China, Hong Kong China, Macao China, Fiji, Indonesia, Japan, Malaysia, Mongolia, New Zealand, Papua New Guinea, Philippines, Republic of Korea, Singapore, Thailand, Tonga, United States, and Vietnam and 08 International Organizations/Industry Partners namely, Association of Asia Pacific Airlines (AAPA), Airport Council International (ACI), Boeing, Civil Air Navigation Services organization (CANSO), Flight Safety Foundation (FSF), International Air Transport Association (IATA), International Federation of Air Line Pilots' Associations (IFALPA), International Federation of Air Traffic Controllers' Associations (IFATCA), ICAO and COSCAP-SEA. A list of participants is at **Attachment 1** to the Report.

2. Opening Session

2.1 Chairman of the RASG-APAC, Captain Victor Liu, Director-General of Civil Aviation Department, Hong Kong China expressed his warm welcome to all delegates. He expressed that this is the first full in-person RASG meeting since the pandemic, and it is pleasing to note the large number of participants from 20 States/Administrations and 8 international organizations. He highlighted that the RASG meeting is an important forum to discuss aviation safety related issues, to share experiences and best practices, as well as to take appropriate actions to enhance safety in the APAC regions and globally. He noted that the traditional challenges are also reflected in the shortfalls in meeting the commitments of the Beijing Declarations by some members. With the rapid rebounds and the long-term growth in air transports, and the possible shortage of aviation personnel caused by the pandemic, there is an urgent need for all to work closely in exploring solutions to address various challenges. The Chairman also take the opportunity to thank all members, especially the Co-Chairs of all the bodies under the RASG family, for their support during the past three years.

2.2 Mr. Tao Ma, the Regional Director, ICAO Asia and Pacific Office opened the 13th Meeting of RASG-APAC with a warm welcome to the participants. Noting the impressive attendance of about 100 participants from 20 States and 08 International Organizations, he expressed congratulations to those who traveled to attend the face-to-face meeting in Hong Kong China. Special recognition was given to Mr. Elie Tanious from ICAO HQ, who flew from Montreal to provide updates on Air Navigation Commission and Council developments, information on the Fourteenth Air Navigation Conference (AN-Conf/14) in 2024, and highlights of the upcoming GASP 2026-28. He also expressed gratitude to the Administration of Hong Kong China and HKCAD for successfully arranging the APANPIRG/34 and Asia Pacific Regional Innovation and Capacity Building Symposium 2023 (APICS 2023), emphasizing the importance of these events for aviation professionals.

2.3 In his opening remarks, Mr. Ma highlighted the need to cover gaps on RASG-APAC's work and ensure safety after the prolonged struggle and sufferings due to COVID over the past three years. He addressed the ongoing challenges in the APAC Region, particularly emphasizing the existence of one Significant Safety Concern (SSC) State in the Air Navigation Services (ANS) area. Mr. Ma mentioned that only five States completed 100% of SSP implementation, while 16 are in progress. Considering the possible merger of SSPIA with USOAP CMA, he stressed the priority of SSP and National Aviation Safety Plan (NASP) implementation. Furthermore, he mentioned the challenges faced by Pacific Small Islands Developing States (PSIDS) and emphasized the importance of addressing their needs, including the execution of the Pacific Island Aviation Plan (PIAP) Roadmap. Pacific Liaison Officer, Mr. Shane Summer, has been successfully placed in Fiji since last month.

2.4 Regarding Annual Safety Report 2023, Mr. Ma extended his sincere appreciation to the SRP Co-Chairs, Mr. Richard Gregor from CASA and Mr. Gunter Ertel from Boeing, and the Information Analysis Team for compiling the report where important data provided by ICAO, the US Commercial Aviation Safety Team (CAST) and the International Air Transport Association (IATA). He provided an overview of the Annual Safety Report 2023 for the APAC Region, citing statistics from 2022. He noted an upward trend of APAC accident rate recorded in 2022 in line with global trends and a slight decrease in the effective implementation (EI) score in 2023 compared to 2022, with specific challenges in technical personnel qualifications and training (CE4) and the resolution of safety concerns (CE-8).

2.5 A significant announcement was the formation of an AIG Expert Group (AIG-EG) for the APAC region as a decision of APAC-AIG/11. This expert group is strategically designed to address Annex-13 issues, AIG Targets in AP-RASP, and the implementation of Independent Accident Investigation Authority. Mr. Ma also informed the meeting about the formation of a permanent Working Group under APRAST for the update and implementation of the Asia-Pacific Regional Aviation Safety Plan (AP-RASP) and the upcoming amendments to the Terms of References (ToRs) in the RASG-APAC Procedure Handbook, to discussed and approved during the RASG/13 meeting.

2.6 He concluded his remarks by expressing anticipation for a fruitful discussion during the busy schedule of the RASG-APAC/13 meeting in Hong Kong China.

3. Meeting arrangement

3.1 Mr. S M Nazmul Anam Regional officer Flight Safety of ICAO Asia and Pacific Office acted as the Secretary of the Meeting on behalf of the Regional Director. He was assisted by Mr. Susantha De-Silva, Ms. Matima Ariyachaipanich and Ms. Aemiga Sirivichitvorakarn of the Flight Safety Section for arranging all the Meeting Proceedings.

3.2 The 29 Working Papers (WP) and 02 Information Papers (IP) considered by the Meeting are listed at **Attachment 2** to this Report.

4. Decisions and Conclusions

4.1 The RASG-APAC/13 adopted 10 Decisions. All RASG-APAC/13 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/13 presented by the Secretariat was adopted by the Meeting.

AGENDA ITEM 2: ELECTION OF CHAIR & VICE CHAIR

2.1 Election of Chair and Vice-chair - WP/2

2.1.1 The meeting was invited to nominate and elect Chairperson and Vice-Chairperson where Captain Victor Liu completed his tenure of three years as the Chair for the RASG-APAC and Captain Chester Voo Chee Soon, the Vice-Chair, retired from CAA Malaysia last year.

2.1.2 The meeting elected:

- a) Captain Norazman Bin Mahmud - Chief Executive Officer of Civil Aviation Authority of Malaysia from as the new Chairperson for the RASG-APAC based on nomination by Singapore and seconded by United States; and
- b) Ms. Clara Wong - Assistant Director-General of Civil Aviation (Airport Standards), Civil Aviation Department of Hong Kong China as the new Vice-Chairperson for the RASG-APAC based on nomination by Australia and seconded by Republic of Korea.

2.1.3 Capt. Norazman accepted the position as RASG-APAC Chairperson and expressed his commitment for the new role and expected for continued support from RASG-APAC members. Ms. Wong expressed her gratitude to the nomination and support given to her to be the RASG-APAC Vice Chairperson. She looked forward to supporting the Chairperson and working closely with RASG-APAC subgroups and working groups.

2.1.4 Capt. Norazman as the newly elected RASG-APAC Chairperson supported by Ms. Wong, Vice Chairperson in coordination with the Secretariat would continue the RASG-APAC/13 Work programmes.

AGENDA ITEM 3: OUTPUT FOR RASG-APAC CONSIDERATION AND APPROVAL

3.1 Review of the action taken by the ANC/Council on the Report of RASG/12 Meeting – WP/3

3.1.1 The Meeting was informed of the outcome of the Air Navigation Commission (ANC) and Council review of the Report of the twelfth meeting of the Regional Aviation Safety Group – Asia and Pacific (RASG-APAC/12) held from 17 to 18 November 2022 in the hybrid format (AN-WP/9651 and C-WP/15511 refer). The Commission noted the excellent coordination between APANPIRG and RASG-APAC even with resource constraints.

3.1.2 The Commission highlighted that the report depicted a clear indication of the efforts of and the developments in the APAC Region. The Commission noted that, like observed in other regions, the challenges imposed by the restrictions related to the COVID-19 Pandemic continued to have an impact. This is evident in the Effective Implementation (EI) scores in all regions.

3.1.3 With regard to regulation of small, unmanned aircraft in Hong Kong China and the implementation of the New Regulatory Regime, the Commission noted with interest 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. It was noted that additional information is available on the HKCAD website.

3.1.4 In relation to the progress of the Beijing Declaration, the Commission noted with satisfaction that Pakistan resolved the significant safety concern (SSC) on 20 January 2022.

3.1.5 The Commission noted that the postponement of USOAP-Continuous Monitoring Approach (CMA) activities and the unavailability of on-site technical assistance to the States with a low- level EI score further impacted the performance of the RASG-APAC.

3.1.6 The Commission was informed that 321 international aerodromes in the APAC Region out of 354 have been certified which is a 91 per cent implementation rate trending 3 per cent up from the 88 per cent in 2020. The Commission noted this remarkable achievement and was informed that the Beijing Declaration contributed hugely to the success, due to the high-level commitment of the APAC Ministers and other high-level officials' events. In addition, partnerships with international organizations, such as Airports Council International (ACI), the three COSCAPs and the Pacific Aviation Safety Office (PASO), led to the hosting of workshops in aerodrome certification across the regions.

3.1.7 The Commission noted that the establishment of Independent Aircraft Accident and Incident Investigation Authorities (AAIIA) has reached 40 percent implementation in the APAC region. One of the challenges facing AAIIA establishment is the need for highly AIG skilled personnel, who are currently not available in many States.

3.1.8 With regard to APAC key achievements for 2022, the Commission noted that AP-RASP for 2023-2025 was updated in line with new GASP and related documents and was approved by RASG-APAC/12. It was further noted that APAC Annual Safety Report 2022 was promulgated on time and that RASG-APAC's accident rate remained lower than the global rate over the past decade.

3.1.9 The Commission noted with interest that the ICAO APAC Regional Office developed the Monitoring Tool for safety enhancement initiatives (SEI) implementation. The National Aviation Safety Plan (NASP), AP RASP and GASP SEI mapping tool was developed with the assistance of Bangladesh. The Commission noted with concern that the level of implementation of the NASP is low and that the target date for implementation of 2024 is fast approaching.

3.1.10 The Commission noted with interest that the COSCAP South Asia has developed a capacity-building matrix for the pooling of experts from the Region.

3.1.11 The Commission supported the focus on building capacity in the Pacific Small Islands Developing States (PSIDS). The Commission noted with appreciation that an ICAO Pacific Liaison Officer was recruited.

3.1.12 The RASG-APAC/12 meeting noted that the ICAO Council considered during its 230th session the consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2022 to March 2023 (C-WP/15511 refers). The meeting noted that the ICAO Council:

- a) agreed to adopt henceforth an annual reporting period of 1 July to 30 June for subsequent iterations of the Consolidated Annual Report, commencing on 1 July 2023;
- b) underscored the importance of ensuring the availability of the technical layers of the Global Air Navigation Plan (GANP) in all ICAO working languages in order to enhance its effective and successful implementation by Member States, and accordingly, encouraged the Secretariat to identify possible extra-budgetary resources that could be allocated for that purpose;
- c) requested the Secretariat to initiate a formal amendment process to align the geographic areas of applicability of the air navigation plans and the regional supplementary procedures, including in particular for the AFI Region;
- d) The ICAO Council encouraged the Secretariat to consider adopting possible measures to secure the appropriate level of participation in meetings of the PIRGs and RASGs, including, *inter alia*, to request Delegates to provide credentials for their participation, and to take into account the scheduling of other high-level regional events to optimize opportunities for attendance by high-level officials with decision-making authority; and
- e) invited the Air Navigation Commission (ANC) and the Secretariat to consider whether the current arrangements provided sufficient opportunities for Member States to reflect on lessons learned and share best practices in the development of their Air Navigation Plans.

3.1.13 The Meeting considered the actions taken by the Commission and the ICAO Council on the reports of the RASG-APAC/12 meeting and the consolidated reports of PIRGs and RASGs for 2022 during the deliberations under the relevant agenda items of the meeting. The Meeting was invited to identify and communicate any anticipated challenges, if any, to ANC and Council for resolutions.

3.2 Preparation for the ICAO Fourteenth Air Navigation Conference (AN-CONF/14) -WP/4

3.2.1 The Meeting noted that the fourteenth Air Navigation Conference (AN-Conf/14) will be held in Montreal, Canada, from 26 August to 6 September 2023. The meeting was apprised of the AN-Conf/14 Agenda and the Guiding Principles for the preparation and conduct of AN-Conf/14 that should be followed. The meeting encouraged States to commence the preparation of participating in the AN-Conf/14 taking into consideration the Guiding Principles and the Agenda provided in the paper.

3.3 Update on the Global Aviation Safety Plan for 2026-2028 – WP/5

3.3.1 The Secretariat presented the WP/05 providing updates to the meeting on the developments of GASP new version 26-28. The meeting noted that consistent with Assembly Resolution A41-6, ICAO keeps the GASP current to support the relevant Safety Strategic Objective of the Organization. The meeting was informed of a series of proposed global aviation safety issues for inclusion in the draft 2026-2028 edition of the GASP, which will be presented to the Fourteenth Air Navigation Conference (AN-Conf/14), to be held in Montréal, Canada, 26 August to 6 September 2024. Recommendations from the Conference, as well as feedback received, will be considered for the final draft version of the 2026-2028 edition of the GASP, to be presented for endorsement at the 42nd Session of the Assembly in 2025.

3.3.2 The GASP is reviewed and updated prior to each session of the ICAO Assembly. It is developed through the efforts of the GASP Study Group (GASP-SG), a joint regulatory-industry expert group established by ICAO to ensure the Plan and its content reflect the needs of the aviation community at the international, regional and national levels. The Air Navigation Commission (ANC) reviews the GASP as part of its work programme and consults with States, international organizations and other stakeholders on the proposed amendments. The ICAO Council approves the GASP prior to eventual

budget-related developments and endorsement by the Assembly. Subsequent to Council's approval, the GASP is presented to the Assembly for endorsement by Member States.

3.3.3 The meeting noted that as the 2026-2028 edition of the GASP signals the start of a new, six-year cycle in the plan's update, the scope of the revision is significant, with all aspects of the GASP, including its structure; the global aviation safety issues listed in the plan; and its goals, targets, and indicators subject to review. Therefore, the study group established a series of steps to guide the review of the plan. To guide the process, the GASP-SG followed the same development process, as defined in the *Manual on the Development of Regional and National Aviation Safety Plans* (Doc 10131), for the development of RASPs and NASPs, to develop the 2026-2028 edition of the GASP. The following are the completed steps by the GASP-SG:

- a) Conducted a review of the following items, as part of an evaluation of the GASP, for possible integration into the next edition of the plan:
 - 1) open recommendations from the High-level Conference on COVID-19 (HLCC 2021) related to the 2026-2028 edition of the GASP;
 - 2) open recommendations from 41st Session of the Assembly (A41) related to the GASP and guidance materials;
 - 3) open items from previous GASP-SG meetings; and
 - 4) additional points for discussion, from previous GASP-SG teleconferences and feedback from the previous *Questionnaire on the GASP Update*;
- b) Identified hazards and safety deficiencies at the global level:
 - 1) to do so, the GASP-SG developed two tools, which guided the analysis of existing data sources in a transparent and repeatable manner:
 - the *Standardized Framework for the Identification of Organizational (ORG) Challenges*; and
 - the *Standardized Framework for the Identification of High-risk Categories of Occurrences (HRCs)*;
 - 2) both frameworks were validated using real data, prior to the conduct of the global evaluation to identify hazards and safety deficiencies at the international level;
- c) Developed a proposed list of global aviation safety issues:
 - 1) this list was done based on the results of the global evaluation, which helped the GASP-SG identify common hazards and safety deficiencies; and
 - 2) the list of global safety issues encompassed the following for inclusion in the 2026-2028 edition of the GASP:
 - global organizational challenges;
 - global high-risk categories of occurrences; and
 - additional categories of occurrences;

3.3.4 Based on the outcome of the GASP review process, the following were identified as proposed global aviation safety issues that should be addressed in the 2026-2028 edition of the GASP:

- a) Global organizational challenges:
 - 1) lack of sufficient financial resources for the safety oversight authority to meet its national and international obligations;
 - 2) lack of qualified technical personnel, primarily aircraft accident investigators and aerodrome regulatory and inspectorate staff;
 - 3) lack of a regulatory process to address the resolution of safety issues, primarily related to aerodrome operations;
 - 4) low level of State safety programme (SSP) implementation at the global level; and
 - 5) deficiencies in the safety data and safety information collection, analysis, and exchange, to support safety management activities;
- b) Global operational safety risks:
 - 1) Global high-risk categories of occurrences (G-HRCs):
 - Global Controlled flight into terrain (CFIT);
 - Loss of control in-flight (LOC-I);
 - Mid-air collision (MAC);
 - Runway excursion (RE); and
 - Runway incursion (RI);
 - 2) Additional categories of occurrences – that may not have a high fatality risk, but figure prominently in the most frequent types of accidents and serious incidents across ICAO regions:
 - Abnormal runway contact (ARC);
 - Turbulence encounter (TURB); and
 - System/component failure or malfunction (non-powerplant) (SCF-NP).

3.3.5 The Meeting was informed that the GASP-SG also reviewed Assembly Resolution A41-6, which called for a special focus in the GASP on reducing the number of accidents and related fatalities specifically in regional aircraft operations. The analysis of safety data, conducted by the GASP-SG using the Standardized Framework for the Identification of HRCs, concluded that there was no noticeable difference in the types of occurrences or the main contributing factors between accidents involving turboprop and jet aircraft. Therefore, no specific proposals were made in the GASP for this issue.

Based on the list of global aviation safety issues, the GASP-SG developed the following two tools to guide the drafting process of the goals, targets and examples of indicators, for the 2026-2028 Edition of the plan: To do so, the GASP-SG, which guided the drafting process:

- a) *the Standardized Framework for the Development of Goals, Targets, and Indicators (GTI) in Aviation Safety Plans; and*
- b) *the Decision Aid for Existing Goals and Targets.*

3.3.6 The Meeting noted that the GASP-SG would also analyze the status of the GASP targets for the 2023-2025 edition of the plan, and the progress made by States in achieving them.

3.3.7 The work would be completed in Q1 2024 to be included in the AN-Conf/14 working paper on GASP.

3.3.8 The Meeting noted that the following guidance material and tools would be revised to support the achievement of GASP goals and targets, through the development and implementation of RASPs and NASPs, and to ensure content is aligned with the 2026-2028 edition of the plan:

- a) Doc 10131 (including the use of Standardized Frameworks at the regional and national levels);
- b) Doc 10161 (to ensure the safety enhancement initiatives in the global aviation safety roadmap address the goals and targets presented in the 2026-2028 edition of the GASP);
- c) Doc 10162 (to revise the existing guidance in line with the examples of indicators presented in the 2026-2028 edition of the GASP);
- d) the GASP dashboard (to reflect the goals and targets presented in the 2026-2028 edition of the GASP);
- e) GASP public website;
- f) NASP workshops and e-learning content; and
- g) NASP-related implementation packages (iPacks).

3.3.9 Based on the above, the Meeting supported the proposed list of global aviation safety issues presented in the paper. The Meeting urged States, that have not yet done so, to provide the most recent version of their NASP for posting on the ICAO GASP public website (www.icao.int/NASPLibrary).

3.3.10 Australia and the Republic of Korea appreciated the work done by GASP-SG and information presented by Secretariat and provided their updated status on NASP implementation.

3.4 Global Aviation Safety Developments – WP/6

3.4.1 The Secretariat presented WP/06, providing an overview of the global aviation safety developments. The meeting noted that during 2023, the ICAO Secretariat, in collaboration with the relevant expert groups, had undertaken several initiatives to revise existing ICAO provisions and guidance materials, as well as to support States' implementation and capacity building efforts. These included amendments to safety management provisions and guidance materials, as well as those related to accident and incident investigations.

3.4.2 The Meeting considered the global aviation safety developments during the discussions of the relevant agenda items and took appropriated actions.

3.5 Review of Decisions and Conclusions Adopted at APRAST-19 & 20 – WP/7

3.5.1 This Working Paper was presented by the Secretariat on the updates of APRAST/19 conducted in hybrid format from 06-10 February 2023 and APRAST/20 held in face-to face in Bangkok, Thailand from 07 to 11 August 2023. APRAST/19 adopted 11 and proposed to be closed. APRAST/20 adopted 07 Decisions out of which 03 Decision are ‘Proposed to be Closed’ and 04 Decisions are ‘Open’. The updated status of the Decisions adopted at APRAST/19 and APRAST/20 can be found in Attachment A and B to the WP/7.

3.5.2 The United States requested the Meeting to consider keeping Decision APRAST 19/8 status ‘Open’ providing extension for receiving more feedback on UPRT Survey which will be crucial information for SEI Output review process.

3.5.3 The Republic of Korea appreciated ICAO Secretariat efforts in following up and informed the Meeting of their commitment to share their SSP implementation experiences in upcoming APRAST/21 in accordance with Decision APRAST 20/2.

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

Decision RASG-APAC 13/1 — Review of Decisions and Conclusions Adopted at APRAST 19 & 20 – WP/7	
That, the Decisions adopted at APRAST/19 and APRAST/20 as described in Attachments A & B of the WP/7 be endorsed.	Expected impact: <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
Why: Achievement of global and regional aviation safety goals and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <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:	

3.6 Update on Work Done by APAC-AIG – WP/8

3.6.1 Chairperson APAC-AIG presented the WP/8 updated the meeting on the activities based on APAC-AIG/11 held in Singapore from 16-17 August 2023 preceded by a Workshop on 15 August 2023 on the theme *Human Factors Considerations in Aviation Accident and Incident Investigations*. The APAC-AIG/11 adopted 10 Decisions, progress of which are shown in **Attachment A** to the WP/8.

3.6.2 APAC-AIG/11 adopted an important Decision APAC-AIG 11/2 to form an **AIG Expert Group (AIG-EG)** as a Working Group under AIG Sub-Group to support new tasks arising from the Asia Pacific regional Aviation Safety plan (AP-RASP) 2023-25 related to AIG which are also captured in the AIG Yearly Program of 2023-2-24. Hence, the initial Terms of References (ToR) for AIG-EG are included in the 3rd edition of RASG-APAC Procedure Handbook to be tabled with other Sub-Group ToR amendments through WP/12 in this meeting.

3.6.3 The AIG Yearly Work Program contains 07 tasks where Leads and Volunteers are identified for each task and one virtual meeting was already organized to set the next course of action. The AIG Yearly Work Program 2023-2024 is attached in **Attachment B** to this paper.

3.6.4 Malaysia shared their experience on receiving immediate technical support from Singapore and United States in the recently occurred aircraft incident [Reg N28JV on 17 August 2023, Jet Premier 1] and addressed the importance of regional cooperation and collaboration related to AIG. RASG-APAC members were also encouraged for enhanced collaborative effort in future.

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

Decision RASG-APAC 13/2 — Update on Work Done by APAC-AIG – WP/8		
That, RASG-APAC/13 approved the AIG Expert Group (AIG-EG) as introduced in AIG/11 through Decision APAC-AIG 11/2 and related ToRs in RASG-APAC Procedure Handbook.		Expected impact: <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
Why:	Achievement of global and regional aviation safety goals and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When:	Immediate	Status: On going
Who:	<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:	

3.7 Progress of Development of Annual Safety Report – WP/9

3.7.1 Co-chair SRP Working Group presented the Meeting on the progress of the APAC Annual Safety Report 2023 which was delivered and published in November 2023 and the proposed timeline for the development and delivery of the ICAO APAC Annual Safety Report for 2024.

3.7.2 The proposed timeline for the 2024 ASR, retains a similar schedule to that of 2023, with delivery expected on or before October 11, 2024. Top-line results from the 2024 ASR, if available, will be presented at the SRP Working Group breakout session at APRAST/21.

3.7.3 Flight Safety Foundation (FSF) supported the effort of SRP WG and volunteered to provide data inputs. The Meeting endorsed the effort of made by SRP WG in producing Annual Safety Report 2023.

Decision RASG-APAC 13/3 — Progress of development of Annual Safety Report (WP/9)	
That, RASG-APAC/13 agreed on the proposed timeline for the Annual Safety Report 2024 as discussed in WP/9.	Expected impact: <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
Why: Update the Annual Safety Report of APAC Region.	Follow-up: <input type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <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	

3.8 Safety Enhancement Initiative (SEI) Output Revision for RASG-APAC Consideration and Approval – WP/10

3.8.1 SEI WG Co-Chair presented the WP/10 updating on periodic review for the SEI output conducted by SEI WG and proposing the revised CFIT/4, Model Advisory Circular for the Establishment of a Flight Data Analysis Program for RASG-APAC consideration and approval. The Meeting noted the introduction of newly elected SEI Working Group Co-Chairs, Mr. Chad Brewer from FAA, United States and Captain Druv Rebbapragada from Airbus as SEI WG Co-Chair from as State and Industry respectively.

3.8.2 The Meeting noted that the original model advisory circular was developed as the output of SEIs CFIT/4 and approved by RASG-APAC/5 in October 2015. Based on the feedback from the SEI WG, the output was still considered valid for implementation, however, some recommendations were made to enhance its currency. India volunteered as the champion for revising the SEI output during APRAST/17. The draft revised version of the SEI output was agreed upon by the SEI WG at APRAST/19. Per APRAST Decision 19/7, the revision was subsequently circulated among all APRAST members for their feedback via the ICAO Regional Office State Letter (T 6/8.5 –AP050/23 (FS)) dated 22 March 2023. At APRAST/20, the SEI WG determined all feedback was incorporated and the revised output was ready to be submitted to the RASG-APAC for consideration and approval.

3.8.3 The Meeting also noted the need to formalize APRAST focal points to ensure their consistent attendance and the need to develop a practical mechanism for greater continuity of the Sub-Group meetings.

3.8.4 The Meeting encouraged States/Administrations to note the SEIs CFIT/4 output revision and update their implementation status on the Monitoring Tools. Singapore, Indonesia and the Republic of Korea expressed their supports and appreciation for the work of the SEI WG. The Meeting adopted the following Decision:

Decision RASG-APAC 13/4 — Safety Enhancement Initiative (SEI) Output Revision for RASG-APAC Consideration and Approval – WP/10	
<p>That,</p> <p>a) RASG-APAC/13 approved the proposed CFIT/4 SEI's output revision as attached in the WP/10, and</p> <p>b) Secretariat shall update the safety tools session in ICAO APAC webpage and circulate a State Letter informing all States/Administrations to note the SEIs CFIT/4 output revision for their implementation.</p>	<p>Expected impact:</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>
<p>Why: To maintain SEI output current to address the HRCs in APAC Region.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: On going</p>
<p>Who: <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</p>	

3.9 Updates on the Progress Made by the Asia-Pacific Regional Aviation Safety Plan Working Group (AP-RASP) - WP/11

3.9.1 The Co-Chairs of the AP-RASP Working Group presented WP/11 which provided an update on the progress of the AP-RASP Road Map based on the Action Item (AI) implementation by each custodian.

3.9.2 The Meeting noted that with the establishment of the new AP-RASP WG at APRAST/20 through the election of Co-Chairs (State and Industry) for AP-RASP WG, necessary Terms of Reference (TOR) for the WG was developed and tabled in RASG-APAC/13 for approval through WP/12.

3.9.3 Hong Kong, China and the United States congratulated the establishment of AP-RASP WG and newly elected Chairs from Australia, Mr. Michael Burgess, and Boeing, Ms. Michelle Low. The Meeting noted the information provided in the Appendix to the WP/11. 3.11 Updates on the Progress Made by the Asia-Pacific Regional Aviation Safety Plan Working Group (AP-RASP) – WP/11

3.10 Update on RASG-APAC Procedure Handbook - WP/12

3.10.1 Secretariat presented the WP/12 on the Second Amendment or, the Third Edition of the RASG-APAC Procedural Handbook. The structural changes took place over the time introducing Subgroups and Working Groups under RASG-APAC needed to be formalized through the revised Terms of References.

3.10.2 The United States and ACI supported the structural change of RASG-APAC Sub-Groups and Working Groups and suggested refinements to the Handbook in para 3.7.2 (b) and 5.2.1 (i) for better clarification.

3.10.3 The Meeting reviewed and endorsed the RASG-APAC Procedural Handbook, 3rd Edition in Attachment A to the WP/12 with the comments to be addressed in the above paragraph and adopted the following Decision:

Decision RASG-APAC 13/5 — Update on RASG-APAC Procedure Handbook - WP/12	
That, RASG-APAC/13 approved the proposed amendment of RASG-APAC Procedural Handbook (3rd Edition) and Secretariat shall upload the RASG-APAC Procedural Handbook (3rd Edition) on ICAO APAC webpage subject to necessary correction.	Expected impact: <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
Why: To maintain SEI output current to address the HRCs in APAC Region.	Follow-up: <input type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <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	

AGENDA ITEM 4: FOLLOW-UP ON THE OUTCOME OF RASG-APAC/12

4.1 Review of Progress of RASG-APAC/12 Decisions and Conclusions – WP/13

4.1.1 The Secretariat presented the progress of the RASG-APAC/12 which was held in VTC from Bangkok, Thailand in 17-18 November 2023. RASG-APAC/12 adopted twelve Decisions and all are ‘Proposed to be Closed’.

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

Decision RASG-APAC 13/6 — Review of progress of RASG-APAC/12 Decisions and Conclusions (WP/13)	
That, the Meeting endorsed the recommendations of the 12 Decisions of RASG-APAC/12 presented in Attachment A to WP/13.	Expected impact: <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
Why: Achievement of global and regional aviation safety priorities and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: Immediate	Status: Closed
Who: <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:	

4.1.3 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.

4.2 Update of RASG-APAC Annual and Standing Work Programme 2022/2023 – WP/14

4.2.1 The Secretariat presented the progress of the RASG-APAC Standing and Yearly Work Programme 2022/2023 through WP/14.

4.2.2 The Meeting endorsed the status of Standing and Yearly Work Programme 2022/2023 and moved the two open items (Task 1 & 2) to the Standing and Yearly Work Programme 2023/2024 presented through WP/28.

AGENDA ITEM 5: ICAO / MEMBER STATE / INDUSTRY PRESENTATIONS

5.1 Progress Update on Beijing Declaration Commitments – WP/15

5.1.1 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).

5.1.2 The Meeting was apprised that since July 2022, the Global EI Average has decreased from 69.3% to 68.8%, whereas the APAC EI average has increased from 63.6% to 65.3%. 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.

5.1.3 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. Fifteen States are progressing on their SSP implementation. 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.

5.1.4 Regarding Aerodrome Certification, the meeting noted that, by July 2023, 91.81% of aerodromes used for international operations were certified, which corresponds to 325 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%.

5.1.5 Malaysia pledged for collaborative effort supporting States/Administrations to improve percentage value of Effective Implementation (EI) of Safety Oversight System and improving the response by all APAC States/Administrations to meet the objectives of the Beijing Declaration Commitments.

5.2 Improving Progresses and Outputs for the Asia Pacific Regional Aviation Safety Team (APRAST) – WP/16

5.2.1 APRAST Co-Chairs presented paper proposing improvements to APRAST’s procedures to facilitate the streamlining of processes and more efficient development of substantive outputs for the benefit of the region. The key issues and proposed improvements are summarized as follows:

5.2.2 The Meeting noted the need for greater continuity among members and proposal to have formalized, named members to ensure consistent attendance. They suggested formalizing the process similar to ICAO ANC panels, where State-nominated individuals with appropriate expertise contribute substantively. The proposal aims to ensure that the main nominated individuals have the support of their States to attend APRAST meetings regularly and contribute substantively. It is also proposed for APAC RO to invite States/Administrations to nominate their core APRAST members, including existing APRAST WG Members/Action Custodians, and for APAC RO to remind States/Administrations that their named Members are expected to attend APRAST Meetings regularly to raise levels of continuity and certainty amongst APRAST contributors for more effective work.

5.2.3 It is proposed that APRAST, through its SEI WG, be permitted to establish a mechanism that allows Critical Safety Information to be drafted by the SEI WG and disseminated directly to States through APAC RO enabling the dissemination of insights and updates to alert States in a timelier manner.

5.2.4 APRAST is empowered to address the proposed improvements by streamlining its processes and WG functions based on the new Empowerment Framework approved by RASG-APAC/12 in 2022. The framework enables APRAST to make decisions related to amendments to ToRs and all technical and operational aspects of subgroup work. To ensure effective implementation, it is proposed to trial the adjustments detailed in Paragraph 2.1 for subsequent APRAST Meetings and update the relevant ToRs if the changes are sustainable and effective.

5.2.5 Malaysia, Japan and the United States expressed their support to the proposed improvements to APRAST/APAC-AIG procedures. The Meeting urged APRAST/APAC-AIG nominated representatives/focal points to participate in APRAST/APAC-AIG meetings regularly and consistently.

5.2.6 Regarding Japan’s proposal for conducting meetings in hybrid format, the Meeting considered that in-person meeting will be more effective, however, it was agreed that hybrid mode can be extended to any specific expertise needed to contribute and unable to travel onsite.

5.2.7 The Meeting adopted the following Decision:

Decision RASG-APAC 13/7 – Improving Processes and Outputs for the Asia-Pacific Regional Aviation Safety Team (APRAST) – WP/16	
That, States/Administrations are urged to; a) nominate members/focal points for APRAST/APAC-AIG; and b) ensure their nominated members/focal points consistently attend and contribute to APRAST/APAC-AIG meetings.	Expected impact: <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 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
Why: Strengthen APRAST Outputs and risk identification capabilities in the region.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: APRAST/21	Status: Open
Who: <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	

5.3 Establishment of National Aviation Safety Plan and Its Monitoring – WP/17

5.3.1 Indonesia presented WP/17 to encourage collaboration among States/Administrations and ICAO in developing NASP and monitoring its implementation. The paper also proposed ICAO to provide workshop and training regarding the development of NASP and monitoring its implementation and requested ICAO AP-RASP Working Group to provide assistance to States/Administrations in developing and monitoring implementation of their NASP through accessible communication channel.

5.3.2 Considering the current number of States/Administrations in the region, only 15 states/administrations have established and published NASP, Secretariat highlighted the importance of collaboration amongst States/Administrations in the development of NASP and encouraged States/Administrations to use availing ICAO iPacks training packages.

5.3.3 Hong Kong, China supported the information presented in the paper and appreciated the efforts of ICAO and CAA Bangladesh in the development of Monitoring Tools. The Meeting noted the information presented by Indonesia.

5.4 Advancing Safety Through Safety Information Exchange – WP/18

5.4.1 The United States presented WP/18 highlighting urgency for strengthening safety data sharing internationally and emphasize the FAA's proactive efforts to enhance safety data analytics and promote global safety information exchange. The discussion outlined the existing mechanisms for exchanging safety data and emphasized the limited nature of current informal communications and

coordination. The paper stressed the need to strengthen international data sharing practices to allow for a more comprehensive assessment of risks and promote aligned safety enhancements and actions. The Meeting noted the FAA's commitment to advancing global safety by enriching safety management with international data sets and promoting a productive dialogue to test advanced analytics in a data-enabling environment.

5.4.2 The Republic of Korea, Japan, Singapore, Malaysia, Flight Safety Foundation and IATA expressed their appreciation to the FAA initiative and supported safety information exchange. The Meeting noted the information provided in this paper.

5.5 Flight Safety Foundation Regional Safety Assessment Report and Proposed Follow up Actions– WP/19

5.5.1 Flight Safety Foundation presented WP/19 providing the progress and results to date of the project launched by Flight Safety Foundation, through its Asia Pacific Centre for Aviation Safety (AP-CAS), on a comprehensive Regional Safety Assessment and analysis of aviation safety issues in key sectors of aviation in Asia Pacific Region. The project aims to highlight risk areas and provide targeted safety solutions, informing aviation stakeholders for regional engagement and outreach. An interactive dashboard was created, displaying accident and incidents in the APAC and enabling filtering by aircraft type and occurrence categories. The analysis led to identifying emerging risk areas and potential correlations with air navigation deficiencies. Based upon the analysis, “Fact Sheets” summarizing high risk incidents were prepared. It will be validated and supplemented by engaging with stakeholders through a series of workshops. The meeting noted that two workshops have been held with the Asia Pacific airline community collaboratively with AAPA and IATA (APAC Office). An additional workshop was conducted with States in conjunction with ICAO. Workshops will be held with the air navigation service provider and airports communities in conjunction with CANSO and ACI in January 2024. The highlights of each fact sheet along with inputs from the workshops are available on the Flight Safety Foundation's website. The final report including updated fact sheets will be made available in the first quarter of 2024.

5.5.2 The Meeting encouraged Flight Safety Foundation and AP-CAS to conduct further analysis of occurrences related to SCF NP and SCF PP, as well as those occurrences categorized as unknown. The Meeting also encouraged States/Administration to download and review the draft fact sheet highlights provided by the Flight Safety Foundation at <https://flightsafety.org/foundation/ap-cas/>. The Meeting also agreed that the full versions of the fact sheets should be made available to States, upon request, through a secure website.

5.5.3 The Meeting congratulated FSF for the establishment of Asia Pacific Centre for Aviation Safety. United States, Singapore, ACI and CANSO appreciated the initiative by Flight Safety Foundation and AP-CAS and recognized the benefits of a comprehensive regional safety assessment.

5.6 Singapore’s Approach to Strengthen Safety Culture – WP/20

5.6.1 Singapore presented WP/20 sharing approach taken by the Civil Aviation Authority of Singapore (CAAS) to monitor and strengthen safety culture in its aviation sector and insights from Singapore’s aviation safety culture survey, based on the Singapore Aviation Safety Culture Framework, comprising questions across five safety culture dimensions and four socio-cultural factors. The survey results indicated a positive safety culture within the Singapore aviation community, with a focus on commitment, trust, communication, awareness, and improvement. The CAAS plans to conduct focus group discussions and develop initiatives to further strengthen safety culture, particularly in areas such as trust between management and operational staff and fostering a positive safety culture among new entrants to the aviation sector. The Meeting noted that CAAS is developing of a Best Practices Handbook on Safety Culture including recommendations and examples of good practices to strengthen safety culture.

5.6.2 Malaysia, the United States, the Republic of Korea and Boeing appreciated initiative to strengthen safety culture shared by Singapore and volunteered to collaborate further to share experiences in implementing initiatives to strengthen safety culture in their respective aviation sectors by organising Workshops.

5.6.3 The Meeting noted the information presented in the working paper and adopted following Decision:

Decision RASG-APAC 13/8 — Advancing Safety Through Safety Information Exchange – WP/20	
That, APAC RO shall coordinate to organize Workshops on Safety Culture in the region for APAC members to share and exchange experience in promoting Safety Culture.	Expected impact: <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 checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Achievement of global and regional aviation safety priorities and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 2024	Status: Open
Who: <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:	

5.7 Suspected Unapproved Part – WP/21

5.7.1 Singapore presented WP/21 bringing to attention the Suspected Unapproved Parts (SUP) which pose a significant risk to flight safety and can take various forms and advocating for the information sharing between states to increase awareness of the issue and improve safety by reducing the spread of SUP. The meeting noted the proposed channel for NAAs to raise recent cases of SUP to APRAST for dissemination of critical safety information through ICAO APAC RO to improve the collective effort of preventing SUP from entering our aviation system.

5.7.2 Japan, the United States, Australia and Hong Kong, China supported the paper calling for sharing SUP information in the region. United States and Australia also shared their mechanisms for disseminating critical safety data related to SUP and meeting noted that FAA information on SUPS can be found at <https://www.faa.gov/aircraft/safety/programs/sups>. IATA also addressed similar mechanisms are also available on IATA website The Meeting noted the information in the Working Paper and encourage States/Administrations to share experiences and best practices in handling SUPs.

5.7.3 The Meeting noted the information in the Working Paper and encourage States/Administrations to share experiences and best practices in handling SUPs.

5.8 Air Navigation Service Providers' Role in Regional Aviation Safety - WP/22

5.8.1 The United States presented the WP/22. ANSPs are an important stakeholder in the regional safety equation and are a necessary element to developing an integrated, data-driven strategy and work program that supports a regional performance framework for the management of safety. ANSP contributions and perspectives with identifying and mitigating regional aviation safety risks are extremely valuable to the Asia and Pacific aviation community.

5.8.2 Developing an inclusive framework and processes in both the RASG-APAC and APANPIRG that includes the collection, analysis, and distribution of critical safety information from ANSPs is in the interests of all regional stakeholders and supports the goal of continuous improvement of regional safety management.

5.8.3 FSF, IATA, CANSO and Australia supported the paper. The Meeting agreed to strengthen the coordination of regional safety concerns between the RASG-APAC and the APANPIRG by developing concrete and direct mechanisms of information sharing between the APRAST and relevant contributing bodies of the APANPIRG and recommended to conduct a focused workshop on ATM Safety Management that includes the practical application in the ANSP operational environment.

5.8.4 The Meeting adopted the following Decision:

Decision RASG-APAC 13/9 — Air Navigation Service Providers' Role in Regional Aviation Safety - WP/22	
<p>That</p> <p>a) APAC RO in coordination with APANPIRG and RASG-APAC Chairperson to organize Workshops on ANS Safety matters inviting ANSPs /International Organizations;</p> <p>b) the workshop to identify the gap and recommend actions to enhance the coordination mechanism for APANPIRG and RASG-APAC;</p> <p>c) the APANPIRG and RASG-APAC Coordination meeting forum to invite all the leadership and Chairs of all the related Subgroups of APANPIRG and RASG-APAC to address the action items arising from the workshop;</p> <p>d) the final outcome to be tabled in both APANPIRG and RASG-APAC Plenary for appropriate action;</p>	<p>Expected impact:</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 checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
Why: To improve safety in ANS area	Follow-up: <input checked="" type="checkbox"/> Required from States
When: By 2024	Status: On going
<p>Who: <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/ANSPs</p>	

5.9 Risk-Based Facilitation for Small Unmanned Aircraft Application in Hong Kong – WP/23

5.9.1 The WP/23 presented by Hong Kong, China discussing how Hong Kong, China accommodates diverse applications of SUA in the city's urban environment without compromising aviation and public safety by the facilitation provided by a new regulatory regime. The implementation of the Small Unmanned Aircraft (SUA) Order has led to the increased popularity and diversified operations of SUA, playing a vital role in various sectors such as photography, inspection, land surveying, and emergency response. The order also emphasizes the importance of remote pilot competence, providing training and assessment for remote pilots and developing comprehensive guidance materials for different types of SUA operations. Continuous safety promotion efforts are being undertaken to educate and raise awareness about safe SUA operations, aiming to foster a culture of safety and responsibility in the use of SUA.

5.9.2 The Meeting was shown practical videos on the use of SUA carrying out infrastructure inspections, identifying fire hazards and mitigation effort, search and rescue etc. The meeting noted the efforts of HKCAD on implementing sufficient safety measures through various regulatory and guidance documents including a portal to facilitate the services. The meeting also noted that for remote pilots, CAD provided safety information package. Hong Kong China is making continuous efforts in safety promotion and enforcement.

5.9.3 The Meeting noted Hong Kong China's efforts in accommodating diverse applications of SUA by implementation of the SUA Order. In addition, Australia, China, Japan, Macao China, Malaysia and Singapore supported the paper and shared their experiences in administering the SUA including their regulatory framework.

5.9.4 ICAO apprised of the availability of RPAS related guidance materials in ICAO Website under UAS Advisory Group where RPAS Panel also disseminated model regulations, tracking system and a range of guidance materials. In addition, the meeting was informed that WP/15 of ATM Sub-Group 11 Meeting contains a lot of information on RPAS/SUA which may be of help for any State/Administration looking for the guidance.

5.10 CAAM Digital Transformation: Journey towards Digital Licensing System - WP/24

5.10.1 Malaysia presented WP/24 sharing CAAM initiative and the transformation efforts and challenges faced while pursuing the development of digital platform for personnel licensing system. According to ICAO Annex 1 Amendment 178 in November 2022, with options between issuing traditional hardcopy licence or Electronic Personnel Licence (EPL) on electronic mobile device, CAAM has taken this approach positively and currently in the midst of developing this feature to be integrated with the existing licensing online platform known as e-CAAM Licensing Professional Services (eCLIPSE). While the benefits of EPL are substantial, the implementation comes with challenges. Careful planning and collaboration between stakeholders are crucial to overcome these challenges successfully.

5.10.2 The Meeting appreciated information shared by Malaysia and noted the information presented in WP/24.

5.11 Malaysia SDCPS CAAM Aviation Reporting System (CAREs) - WP/25

5.11.1 Malaysia presented WP/25 sharing and discussing Malaysia's experience in collecting and managing safety data through its Mandatory Occurrence Reporting (MOR) and Voluntary Reporting (VOR) system called the CAAM Aviation Reporting System (CAREs) as an effort of establishing a robust Safety Data Collection and Processing System (SDCPS). The paper emphasized the importance of a harmonized approach among States in managing safety data information. The

establishment of digital system using online platform is encouraged to facilitate regional sharing of safety data.

5.11.2 The Meeting noted that Malaysia is open to share its experience and collaborating in developing and utilizing the CARES and appreciated the information shared by Malaysia. Hong Kong, China, Singapore, Thailand, the United States and SEI WG Co-Chair supported the paper sharing their experiences and encouraged all to collaborate for such data exchanges using standard ICAO taxonomy for easy sharing across digitalized platforms.

5.12 Establishment of Pacific Small Island Developing States (PSIDS) Liaison Office - WP/26

5.12.1 WP/26 was presented by the Secretariat updating on the establishment of the ICAO Pacific Small Island Developing States (PSIDS) Liaison Office in October 2023 and the deployment of the PSIDS Liaison Officer (LO) in Nadi, Fiji.

5.12.2 The Meeting urged APAC States/Administrations and International Organizations to provide support for ICAO's PSIDS initiatives through financial and in-kind contributions and providing qualified experts for PSIDS-focused projects, workshops and other training activities.

5.12.3 Australia, the Republic of Korea and IATA appreciated and encouraged the efforts of establishing PSIDS Liaison Office in Fiji and committed to support on the basis of needs analysis.

5.12.4 The Chair appreciated all the commitments made and requested that the contributions be coordinated through the APAC RO and PSIDS LO.

5.13 APAC Safety Implementation and Capacity Building Effort in 2023 - WP/27

5.13.1 The Secretariat presented WP/27 updating on projects implemented by APAC RO during the year 2023 supporting implementation of AP-RASP 23-25 Road Map. Highlights are four Combined Action Team (CAT) Technical Assistance Missions conducted in Lao PDR, Viet Nam, Pakistan in 2023 and next lined up for Vanuatu in 2024. CATMs are supported by States through Safe Funds and additional support from the Regional States such as Singapore and Australia and EASA as a partner International Organization.

5.13.2 Additionally, capacity building efforts are ongoing and six (06) sessions of Inspectors training GSI Courses have been planned for the APAC Region in AIR, OPS and PEL Audit Areas where as two have been already conducted in South Asia and South East Asia four have been planned for 2024 delivery. All the Training and capacity building efforts were through support provided mainly through FAA/USA and Boeing in partnership with ICAO RO/GAT and Training Organizations in South Asia and Southeast Asia.

5.13.3 The United States and Boeing supported the paper. The Meeting noted progress in the implementation of APAC SISRM 23-25 and encouraged States/Administrations, International Organizations and Industries to continue to support by volunteering resources, financial or human or both, in achieving Target T 10 of AP-RASP 23-25.

**AGENDA ITEM 6: RASG-APAC YEARLY/STANDING WORK PROGRAMME
2023/2024 (PROPOSED) FOR CONSIDERATION AND APPROVAL****6.1 Proposed RASG-APAC 2023/2024 Yearly and Standing Work Programme – WP/28**

6.1.1 The Secretariat presented the WP/28. The Meeting noted the proposed RASG-APAC 2023/2024 Yearly and Standing Work Programme.

6.1.2 The Meeting endorsed the following Decision:

Decision RASG-APAC 13/10 — RASG-APAC Yearly/Standing Work Programme 2023/2024 (proposed) – WP/28	
That, the proposed RASG-APAC 2023/2024 Yearly Work Programme is approved, as in Attachment A of WP/28.	Expected impact: <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
Why: To achieve global and regional aviation safety priorities and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: Immediate	Status: Open
Who: <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 7: ANY OTHER BUSINESS**7.1 Relevant Outcome of APANPIRG/34 – WP/29**

7.1.1 The Secretariat presented the WP/28 providing the outcome of the Thirty-Fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/34) held at the Hong Kong Civil Aviation Department (HKCAD) Headquarters Auditorium from 11 to 13 December 2023. The Meeting was attended by 146 participants from 26 Member States, 2 Special Administrative Regions of China, and 7 International Organizations (ACI, CANSO, IATA, ICCAIA, ICAO, IFALPA and IFATCA). APANPIRG/34 adopted 16 Conclusions and 02 Decisions listed in the draft report of APANPIRG/34 which could be found at: <https://www.icao.int/APAC/Meetings/Pages/2023-APANPIRG-34.aspx>.

7.2 The Second Research Institute of CAAC presented to the Meeting overviews of their study on Comprehensive Solution for the Complex Electromagnetic Environment of Aeronautical Radio Aids.

7.3 Date and Venue of the next Meeting

7.3.1 The RASG-APAC/14 dates and venue will be notified in due course preferably in November 2024 in face-to-face mode.

7.4 Closing of the Meeting

7.4.1 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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RASG-APAC/13
Attachment 1 to the Report

Total registered participants = 88

Total number of States / Administration = 20 (68)

Total number of Int'l Organization / Industry Partners = 8 (12)

ICAOs = 8

	States / Administrations / International Organizations / Industry Partners	No. of participants Attended
1.	Australia	2
2.	Bhutan	1
3.	Cambodia	1
4.	China	1
5.	Hong Kong, China	15
6.	Macao, China	2
7.	Fiji	1
8.	Indonesia	2
9.	Japan	1
10.	Malaysia	4
11.	Mongolia	2
12.	New Zealand	1
13.	Papua New Guinea	3
14.	Philippines	1
15.	Republic of Korea	4
16.	Singapore	3

	States / Administrations / International Organizations / Industry Partners	No. of participants Attended
17.	Thailand	14
18.	Tonga	2
19.	United States	5
20.	Viet Nam	3
Int'l Org / Industry Partners		
1.	AAPA	1
2.	ACI	1
3.	Boeing	1
4.	CANSO	1
5.	FSF	1
6.	IATA	5
7.	IFALPA	1
8.	IFATCA	1
	ICAO HQ	1
	ICAO APAC	6
	COSCAP-SEA	1

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RASG-APAC/13
Attachment 1 to the Report

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RASG-APAC/13
Attachment 1 to the Report

State / Name		Designation / Organization	E-mail
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RASG-APAC/13
Attachment 1 to the Report

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RASG-APAC/13
Attachment 1 to the Report

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RASG-APAC/13
Attachment 1 to the Report

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RASG-APAC/13
Attachment 1 to the Report

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RASG-APAC/13
Attachment 1 to the Report

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RASG-APAC/13
Attachment 1 to the Report

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LIST OF WORKING PAPERS AND INFORMATION PAPERS

WORKING PAPERS

WP No.	Agenda	Title	Presented by
WP/1	1	Adoption of the Provisional Agenda	Secretariat
WP/2	2	Election of Chair and Vice-chair	Secretariat
WP/3	3	Review of ANC and Council of APANPIRG/33 and RASG-APAC/12 Reports	Secretariat
WP/4	3	Preparation for the ICAO Fourteenth Air Navigation Conference (AN-Conf/14)	Secretariat
WP/5	3	Update On the Global Aviation Safety Plan (GASP) For 2026-2028	Secretariat
WP/6	3	Global Aviation Safety Developments	Secretariat
WP/7	3	Review of Decisions and Conclusions Adopted at APRAST/19 & 20 and Progress	Secretariat
WP/8	3	Update on Work Done by APAC-AIG	Chairman APAC-AIG
WP/9	3	Progress of Development of Annual Safety Report	SRP WG Co-chairs
WP/10	3	Updates by Safety Enhancement Initiative (SEI) WG	SEI WG Co-chairs
WP/11	3	Updates by AP-RASP WG	AP-RASP WG Co-chairs
WP/12	3	Update on RASG-APAC Procedural Handbook	Secretariat
WP/13	4	Review of Progress of RASG-APAC/12 Decisions and Conclusions	Secretariat
WP/14	4	Update of RASG-APAC 2022/2023 Work Programme	Secretariat
WP/15	5	Progress Update on Beijing Declaration Commitments	Secretariat
WP/16	5	Improving Processes and Outputs for the Asia-Pacific Regional Aviation Safety Team (APRAST)	APRAST Co-Chairs
WP/17	5	Establishment of National Aviation Safety Plan and its Monitoring	Indonesia
WP/18	5	Advancing Safety Through Information Exchange	United States
WP/19	5	FSF Regional Safety Assessment – Progress Report and Proposed follow up Action	Flight Safety Foundation
WP/20	5	Singapore's Approach to Strengthening Safety Culture	Singapore
WP/21	5	Suspected Unapproved Parts	Singapore

RASG-APAC/13
Attachment 2 to the Report

WP No.	Agenda	Title	Presented by
WP/22	5	Air Navigation Service Providers' Role in Regional Aviation Safety	United States
WP/23	5	Risk-Based Facilitation for Small Unmanned Aircraft Applications in Hong Kong	Hong Kong, China
WP/24	5	CAAM Digital Transformation: Journey Towards Digital Licensing System	Malaysia
WP/25	5	Malaysia SDCPS: CAAM Aviation Reporting System (CARES)	Malaysia
WP/26	5	Establishment of the Pacific Small Island Developing States Liaison Office	Secretariat
WP/27	5	Updates on Regional Capacity Building	Secretariat
WP/28	6	Proposed RASG-APAC 2023-2024 Yearly and Standing Work Programmes	APRAST Co-chairs
WP/29	7	Outcomes of APANPIRG/34	Secretariat

INFORMATION PAPERS

IP No.	AGENDA	TITLE	PRESENTED BY
IP/1	-	List of Papers	—
IP/2	5	Safety Management for Post COVID-19 Pandemic Service Resumption of the Aviation Industry	Hong Kong, China

PRESENTATIONS

PPT NO.	AGENDA	TITLE	PRESENTED BY
	-	Comprehensive Solution for the Complex Electromagnetic Environment of Aeronautical Radio Aids	The Second Research Institute of CAAC

— END —

LIST OF DECISIONS AND CONCLUSIONS OF THE RASG-APAC/13

Decision RASG-APAC 13/1 — Review of Decisions and Conclusions Adopted at APRAST 19 & 20 – WP/7	
That, the Decisions adopted at APRAST/19 and APRAST/20 as described in Attachments A & B of the WP/7 be endorsed.	Expected impact: <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
Why: Achievement of global and regional aviation safety goals and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <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:	

Decision RASG-APAC 13/2 — Update on Work Done by APAC-AIG – WP/8	
That, RASG-APAC/13 approved the AIG Expert Group (AIG-EG) as introduced in AIG/11 through Decision APAC-AIG 11/2 and related ToRs in RASG-APAC Procedure Handbook.	Expected impact: <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
Why: Achievement of global and regional aviation safety goals and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <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:	

RASG-APAC/13
Attachment 3 to the Report

Decision RASG-APAC 13/3 — Progress of development of Annual Safety Report (WP/9)	
That, RASG-APAC/13 agreed on the proposed timeline for the Annual Safety Report 2024 as discussed in WP/9.	Expected impact: <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
Why: Update the Annual Safety Report of APAC Region.	Follow-up: <input type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <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	

Decision RASG-APAC 13/4 — Safety Enhancement Initiative (SEI) Output Revision for RASG-APAC Consideration and Approval – WP/10	
That, a) RASG-APAC/13 approved the proposed CFIT/4 SEI's output revision as attached in the WP/10, and b) Secretariat shall update the safety tools session in ICAO APAC webpage and circulate a State Letter informing all States/Administrations to note the SEIs CFIT/4 output revision for their implementation.	Expected impact: <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
Why: To maintain SEI output current to address the HRCs in APAC Region.	Follow-up: <input type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <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	

RASG-APAC/13
Attachment 3 to the Report

Decision RASG-APAC 13/5 — Update on RASG-APAC Procedure Handbook - WP/12	
<p>That, RASG-APAC/13 approved the proposed amendment of RASG-APAC Procedural Handbook (3rd Edition) and Secretariat shall upload the RASG-APAC Procedural Handbook (3rd Edition) on ICAO APAC webpage subject to necessary correction.</p>	<p>Expected impact:</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>
<p>Why: To maintain SEI output current to address the HRCs in APAC Region.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: On going</p>
<p>Who: <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</p>	

Decision RASG-APAC 13/6 — Review of progress of RASG-APAC/12 Decisions and Conclusions (WP/13)	
<p>That, the Meeting endorsed the recommendations of the 12 Decisions of RASG-APAC/12 presented in Attachment A to WP/13.</p>	<p>Expected impact:</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>Why: Achievement of global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Closed</p>
<p>Who: <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>	

RASG-APAC/13
Attachment 3 to the Report

Decision RASG-APAC 13/7 – Improving Processes and Outputs for the Asia-Pacific Regional Aviation Safety Team (APRAST) – WP/16	
<p>That, States/Administrations are urged to;</p> <p>a) nominate members/focal points for APRAST/APAC-AIG; and</p> <p>b) ensure their nominated members/focal points consistently attend and contribute to APRAST/APAC-AIG meetings.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input 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>
<p>Why: Strengthen APRAST Outputs and risk identification capabilities in the region.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: APRAST/21</p>	<p>Status: Open</p>
<p>Who: <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</p>	

Decision RASG-APAC 13/8 — Advancing Safety Through Safety Information Exchange – WP/20	
<p>That, APAC RO shall coordinate to organize Workshops on Safety Culture in the region for APAC members to share and exchange experience in promoting Safety Culture.</p>	<p>Expected impact:</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 checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why: Achievement of global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 2024</p>	<p>Status: Open</p>
<p>Who: <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>	

RASG-APAC/13
Attachment 3 to the Report

Decision RASG-APAC 13/9 — Air Navigation Service Providers' Role in Regional Aviation Safety - WP/22	
<p>That</p> <p>a) APAC RO in coordination with APANPIRG and RASG-APAC Chairperson to organize Workshops on ANS Safety matters inviting ANSPs /International Organizations;</p> <p>b) the workshop to identify the gap and recommend actions to enhance the coordination mechanism for APANPIRG and RASG-APAC;</p> <p>c) the APANPIRG and RASG-APAC Coordination meeting forum to invite all the leadership and Chairs of all the related Subgroups of APANPIRG and RASG-APAC to address the action items arising from the workshop;</p> <p>d) the final outcome to be tabled in both APANPIRG and RASG-APAC Plenary for appropriate action;</p>	<p>Expected impact:</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 checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
Why: To improve safety in ANS area	Follow-up: <input checked="" type="checkbox"/> Required from States
When: By 2024	Status: On going
Who: <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/ANSPs	

Decision RASG-APAC 13/10 — RASG-APAC Yearly/Standing Work Programme 2023/2024 (proposed) – WP/28	
<p>That, the proposed RASG-APAC 2023/2024 Yearly Work Programme is approved, as in Attachment A of WP/28.</p>	<p>Expected impact:</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>
Why: To achieve global and regional aviation safety priorities and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States

RASG-APAC/13
Attachment 3 to the Report

When: Immediate	Status: Open
Who: <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	

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