**REPORT OF THE FOURTEENTH MEETING OF THE
REGIONAL AVIATION SAFETY GROUP
ASIA AND PACIFIC REGIONS
(RASG-APAC/14)**

Bangkok, Thailand, 28-29 November 2024

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

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TABLE OF CONTENTS

ATTACHMENTS:

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1.   Meeting and Registration

1.1   The Fourteenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/14) was held at the Bangkok, Thailand from 28-29 November 2024.

1.2   The Meeting was attended by 94 participants face to face and 15 participants online from 22 States/Administrations i.e. Australia, Bhutan, Brunei Darussalam, China, Hong Kong China, Macao China, Fiji, India, Indonesia, Japan, Malaysia, Maldives, Mongolia, Nepal, New Zealand, Pakistan, Papua New Guinea, Republic of Korea, Singapore, Thailand, United States, and Viet Nam and 09 International Organizations/Industry Partners namely, Association of Asia Pacific Airlines (AAPA), Airport Council International (ACI), Airbus, Boeing, Civil Air Navigation Services organization (CANSO), Flight Safety Foundation (FSF), International Federation of Air Line Pilots' Associations (IFALPA), ICAO and COSCAP-SEA. A list of participants is at **Attachment 1** to the Report.

2.   Opening Session

2.1   Mr. Manjit Singh, Deputy Regional Director, ICAO Asia and Pacific Office opened the 14th Meeting of RASG-APAC with a warm welcome to the participants. Noting the impressive attendance of over 100 participants from 22 States and 09 International Organizations, he expressed congratulations to those who traveled to attend the face-to-face meeting in Bangkok, Thailand. Special recognition was given to Mr. Martin Maurino from ICAO Headquarters, 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.

2.2   In his opening remarks, Mr. Manjit updated on the recent APAC Ministerial Conference and DGCA Conference outcomes. He urged RASG Forum to note that only six States completed 100% of SSP implementation, while 16 are in progress. He provided an overview of the Annual Safety Report 2024 for the APAC Region and appreciated that APAC is maintaining a downward trend in accident rate. He emphasized on the EI score of APAC Region comparing the Global Average and urged States/Administrations to invest on technical personnel qualifications and training (CE-4) and the resolution of safety concerns (CE–8). He informed the meeting on the discussion took place on 27 November 2024 amongst the PIRG and RASG Chairs, Sub-Group and Task Force Co-Chairs to find a mechanism for better coordination by APANPIRG and RASG-APAC subsidiary bodies to address the safety issues arising from Air Navigation Capacity Deficiency.

2.3   He concluded his remarks by expressing anticipation for a fruitful discussion during the busy schedule of the RASG-APAC/14 Meeting in Bangkok, Thailand.

2.4   RASG-APAC Chair, Captain Norazman bin Mahmud, the Chief Executive Officer of the Civil Aviation Authority of Malaysia (CAAM) in his opening speech extended his heartfelt appreciation to ICAO APAC RO for organizing this important platform, which underscores the shared commitment to aviation safety and efficiency. He expressed his sincere gratitude to the members of the all RASG-APAC Subsidiary Working Groups for their outstanding efforts in fostering collaboration and coordination and reiterated the dedication and expertise of the working groups being instrumental in addressing critical safety challenges and advancing our shared objectives in the Asia-Pacific Region. He urged the Meeting to note that the work of the RASG is fundamental to ensuring that safety management practices evolve to meet the demands of our rapidly changing aviation environment the efforts to harmonize standards, share best practices, and identify emerging risks those strengthened the foundation of safety across the Region.

2.5   He reaffirmed his commitment to continue to work together and emphasised that collaboration will lead to even greater achievements by uniting the strengths and knowledge building a safer, more sustainable, and resilient aviation system for the future. He thanked all for continued progress in our safety and performance initiative and wished everyone a productive and successful Meeting

3.   Meeting arrangement

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

3.2   The 22 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/14 adopted 10 (Ten) Decisions. All RASG-APAC/14 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/14 presented by the Secretariat was adopted by the Meeting.

AGENDA ITEM 2:   UPDATES FROM ICAO, APRAST AND APAC-AIG OUTPUTS FOR RASG-APAC CONSIDERATION AND APPROVAL

2.1   Outcomes of the Fourteenth Air Navigation Conference (AN-Conf/14) – PPT

2.1.1   The Secretariat presented an overview of the outcomes of the Fourteenth Air Navigation Conference (AN-Conf/14), which was held at ICAO Headquarters, in Montréal from 26 August to 6 September 2024.   During the presentation, the Secretariat highlighted the actions addressed specifically to the PIRGs and RASGs for implementation, taking into consideration that some of actions addressed to States would require regional collaboration and could be integrated into the work of the regional groups.   The Meeting was informed that, for some specific actions stemming from AN-Conf/14, a progress report would be required from the PIRGs and RASGs, as part of their meetings' outcomes in the future.

2.1.2   The Meeting took note of the recommendation on the Draft 2026-2028 Edition of the Global Aviation Safety Plan (GASP, Doc 10004), which expressed agreement to include the proposed goals and targets in the Draft 2026-2028 Edition of the Global Aviation Safety Plan (GASP); as well as with the changes proposed developed by the Secretariat, including the selection of global high-risk categories of occurrences (G-HRCs), for the Draft 2026-2028 Edition of GASP.   The Meeting also noted the recommendation calling for ICAO to take into consideration input from the Conference, as well as the responses from the online questionnaire on the GASP update for the revision of the plan, and its subsequent endorsement at the Forty-Second Session of the ICAO Assembly (A42).   The Secretariat highlighted that, as part of the proposed GASP targets, all regions will need to publish an updated Regional Aviation Safety Plan (RASP), taking into consideration the 2026-2028 Edition of the GASP, by 2026.   Hence, this recommendation will impact on the Work Programme of RASG-APAC.

2.1.3   The Meeting was informed that the Conference expressed its support for the inclusion of turbulence encounters as one of the additional categories of occurrences, and as part of the global operational safety risks addressed in the 2026-2028 Edition of the GASP, recognizing the need to implement mitigation strategies (including the issuance and availability of updated special air-reports, further improvement of meteorological forecast for clear air turbulence, and a means for collecting and sharing turbulence-related data among States and industry).   The Meeting took note of the recommendation on turbulence encounters as a global operational safety risk, including specific actions for States and ICAO.

2.1.4   The Meeting took note of the recommendation on aviation cybersecurity, calling for States to align aviation cybersecurity activities in the regional air navigation, safety, security and facilitation plans, through the coordination processes of the PIRGs and RASGs, as well as the regional aviation security and facilitation groups.   In addition, the Meeting noted the recommendation calling for States to report to ICAO their experience in implementing ICAO provisions and guidance material related to aviation cybersecurity, through the appropriate expert group(s) or through the processes of the PIRGs and RASGs, as well as the regional aviation security and facilitation groups.

2.1.5   The Secretariat informed the Meeting that the ICAO Council would review the AN-Conf/14 report, along with the results of a review by the Air Navigation Commission (ANC), as an important step in formalizing the outcomes of the Conference. The Meeting was invited to consider AN-Conf/14 outcomes and recommendations to revise the work programme of RASG-APAC; as well as to agree on the appropriate actions to implement the actions addressed to the RASGs, including the necessary development of transition and implementation regional plans or some of topics and projects.

2.2   Review of the action taken by the ANC on the Report of APANPIRG/34 and the Consolidated Report of PIRG and RASG – WP/2

2.2.1   Secretariat presented WP/02, informing the Meeting of the action taken by the ANC on the Report of APANPIRG/34 and RASG-APAC/13 Meetings. The Meeting was also informed that the ANC had agreed on the consolidated Annual Report on the PIRGs and RASGs, which included an overview of the APANPIRG/34 and RASG-APAC/13 Outcomes.

2.2.2   With regards to the issues related to the establishment of independent Accident Investigation Authorities (AIAs) and the completion of accident investigation reports, the Meeting noted the concerns expressed by the ANC, regarding the finalization of accident investigation reports, noting that many accident investigations were either not conducted, not completed, or exceeded the deadline, depriving the aviation community of valuable lessons. The Meeting was informed that the ANC noted the lack of resources and that the issue needed serious attention to prevent the loss of critical safety information stemming from investigations.

2.2.3   Concerning the organization of workshops in the Region on safety culture for APAC Members to share and exchange experiences in promoting safety culture with the objective of achieving the global and regional aviation safety priorities and targets, the Meeting was informed that the ANC noted the Secretariat (ICAO Headquarters) was in close coordination with the APAC Regional Office to provide support, as appropriate.

2.2.4   With regards to possible ways to improve the Effective Implementation (EI) scores in the APAC Region, the Meeting was informed that the ANC noted the need to specifically assist the Pacific Small Island Developing States (PSIDS), highlighting the presence of a dedicated office working in coordination with the Regional Office to support those States. The meeting took note of the need expressed by the ANC for capacity building in the PSIDS, as well as the need to consider the role of the Pacific Aviation Safety Office (PASO) in implementation support. The Meeting was also informed that the ANC noted the challenge related to the aeronautical information publication of certified aerodromes, in seven States of PSIDS.

2.2.5   The Meeting noted the pertinent items of the Consolidated Report to Council on PIRGs and RASGs for 2023-2024, including the addition of global challenges related to the low level of development and implementation of National Aviation Safety Plans (NASPs); as well as the slow progress in establishing independent AIAs and completion of accident investigation reports.

2.2.6   The Meeting was invited to review the actions taken by the ANC on the Report of APANPIRG/34 and RASG-APAC/13, as well as the Consolidated Report of PIRG and RASG; and review the global challenges presented in the appendices to the WP.

2.3   Where does APAC Stand with the Beijing Declaration Commitments? – WP/3

2.3.1   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).

2.3.2   The APAC regional average EI Score is 65.48%, which is below the Global average value (69.68%) as well as GASP 2023-25 target of 75%. States were reminded to continue their efforts to achieve a greater EI score. Special attention should be given 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.

2.3.3   It was informed that "*Implementation of an effective SSP by 2025*" is far from target. Only six States in APAC have fully implemented their SSP. Sixteen States are progressing on their SSP implementation. SSP Implementation requires very high-level leadership actions at the political level to encourage states to take this ICAO Initiative besides the Ministerial Commitment. The Meeting also noted the Status of one APAC State still under SSC.

2.3.4   Regarding Aerodrome Certification, the Meeting noted that, by July 2024, 91% of aerodromes used for international operations were certified, which corresponds to 337 out of 370 aerodromes used for international operations. Among all the 370 international aerodromes, only 286 aerodromes are listed in the APAC Air Navigation Plan (ANP) corresponding to 77.3%. States are encouraged to submit Proposal for Amendment to amend APAC ANP for this purpose and 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%.

2.3.5   The Meeting noted the information in the paper and Hong Kong China appreciated the report placed by the Secretariat on Beijing Declaration Commitments.

2.4   Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) – WP/4

2.4.1   ICAO Secretariat shared information about the Second Asia Pacific Ministerial Conference on Civil Aviation (APACMC/2) held from 11-12 September 2024 in New Delhi, India. The Meeting noted that the APACMC/2 adopted "*the Asia Pacific Ministerial Declaration on Civil Aviation (Delhi)*", also known as the Delhi Declaration, in which the APAC Ministers agreed to another set of commitments to high-priority aviation strategic objectives. The Meeting recommended that States collaborate and work towards achieving Delhi Declaration targets and share their latest implementation status of Delhi Declaration commitments with the ICAO APAC Office so that the progress can be tracked, and the status can be reported accurately in further Meetings.

2.4.2   The Meeting noted the information in the paper and Hong Kong China supported the WP's request for States/Administrations to continue the efforts in achieving the high level safety commitments in Delhi Declaration and in updating the ICAO APAC Office on our progress in a timely manner.

2.5   59th APAC DGCA Conference Action Items on Safety – WP/5

2.5.1   Secretariat presented WP/5 with a brief account of the twelve (12) Safety outcomes identified as Action Items based on 19 DPs and 17 IPs presented under Agenda Item 3-Safty, at the 59th DGCA Conference held in Cebu, Philippines from 14 to 18 October 2024. States/Administrations were urged to implement the twelve Action Items and report the progress of implementation to 60th DGCA Conference.

2.6   Update on APRAST/21 and APRAST/22 – WP/6

2.6.1   The Secretariat presented the progress update of the APRAST/21 and APRAST/22 Decisions and Conclusions. The Meeting discussed progress, and Secretariat updated the status accordingly as reflected at Attachment A and B to the WP/6.

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

Decision RASG-APAC 14/1 — Update on APRAST/21 and APRAST/22 – WP/6	
That, the Decisions adopted at APRAST/21 and APRAST/22 as described in Attachment A and B to the WP/6 be endorsed.	**Expected impact**: ☒ Ops/Technical ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Achievement of global and regional aviation safety goals and targets.	**Follow-up**: ☒ Required from States
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

2.7   Update on Work Done by APAC-AIG – WP/7

2.7.1   Chairperson of APAC-AIG presented the WP/7 updated the Meeting on the activities based on APAC-AIG/12 held in ICAO APAC Regional Office from 28-29 August 2024 preceded by a Workshop on 27 August 2024 focusing on Train the Trainer and covered three topics on Bloodborne Pathogens Awareness, Personal Protective Equipment, Critical Incident Management and Classifying Serious Incidents.

2.7.2   The APAC-AIG/12 adopted five Decisions, progress of which are shown in Attachment A to the WP/7. Only one decision remains open, that is AIG 12/1– that, APAC AIG Chairs shall finalize a standard format in Excel Sheet for 'Safety Recommendations' of Final Reports involving aircraft accident/incident of International Air Transportation above MTOW 5700 kg and create a MS Teams Group to be able to populate template.

2.7.3   The Meeting noted that all the 10 Decisions for APAC-AIG/11 (2023), shown in Attachment B of WP/7, are now all 'Closed'. This included a decision to form an AIG Expert Group, which was done in late 2023 and who have completed a number of tasks over the past year to advance the Work Programme. Another important task was to compare the existing APAC-AIG Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation (CoC) to an example of the ICAO Investigation Cooperation Mechanism (ICM). The ICM is encouraged by ICAO as an alternative to the Regional Accident Investigation Organization (RAIO) on cooperation relating to aircraft accident and incident investigation. **AIG/12 adopted an important Decision AIG 12/4 to propose to RSAG-APAC that the APAC AIG CoC is recognized as an ICM**. The justification for this is shown in detail as **Attachment D to WP/7**.

2.7.4   The Meeting noted the changes required to the CoC were limited to the background in 'Forward/Executive Summary' and changing the Title to ICM but keeping the originally approved CoC Items. This would then be re-published on the ICAO APAC Website.

2.7.5   The AIG Yearly Work Program contains 06 tasks where Leads and Volunteers are identified for each task and at least one virtual meeting was run for each task and actions were presented at the APAC-AIG/12 Meeting and are summarized in AIG Yearly Work Programme 2024-2024 in Attachment C of this working paper.

2.7.6   The Meeting noted that APAC Region had only 40% of States with an independent accident and incident investigator (AIA). The AIG Expert Group is continuing to work, as per the Yearly Work Programme, to understand why this is the case through a survey of all APAC States. At the 2024 APAC-AIG/12 Meeting, a Decision was made for the APAC RO to send further correspondence to States to encourage them to complete the survey. The analysis of the survey is expected to be complete by the 2025 APAC-AIG/13 Meeting in Delhi, India.

2.7.7   The Flight Safety Foundation, seconded by IATA, pointed out to the meeting that the APAC Region still has a low rate (compared to other ICAO regions) of publishing the final investigation report for air transport aircraft accident above 5,700 kg. The Meeting suggested that RASG-APAC may adopt a Decision to monitor the Final investigation report completion rate in the APAC Region which AIG WG shall act as the Lead.

2.7.8   IFALPA supported the initiatives of APAC-AIG. The Meeting noted the updates and adopted the Decisions as follows:

Decision RASG-APAC 14/2 — Update on Work Done by APAC-AIG – WP/7	
That, RASG-APAC/14 approved the APAC-AIG Code of Conduct (CoC) on the cooperation relating to Civil Aviation Accident/Incident Investigation to be recognized as the Investigation Cooperation Mechanism (ICM) for APAC Region. Necessary ToRs in RASG Procedure Handbook shall be amended accordingly.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Recognition of APAC CoC as an ICM	**Follow-up**: ☐ Required from States
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 14/3 — Update on Work Done by APAC-AIG – WP/7	
That, AIG WG to monitor the progress of Final Accident Investigation Reports and provide feedback of the published report by the APAC States/Administrations for air transport aircraft accidents above 5,700 kg and report back to RASG-APAC.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Monitoring the Final reports published on AIG	**Follow-up**: ☐ Required from States
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: AAIIAs	

2.8   Updates on the Progress made by the Asia-Pacific Regional Aviation Safety Plan Working Group (AP-RASP-WG) – WP/21

2.8.1   The Co-Chairs of the AP-RASP Working Group presented WP/21, which provided an update on the progress made by the Working Group and Action Item Custodians in advancing the various action items identified in the AP-RASP 2023-2025. The Meeting noted the good work done by the Custodians and members of Action Item A.III.1 in organizing the 2025 ICAO Asia Pacific Safety Management Seminar. ICAO APAC Member States were invited by the Co-Chairs to support and participate in this seminar, which will be held on 3-5 February 2025 at the ICAO Asia and Pacific Regional Office in Bangkok, Thailand.

2.8.2   In relation to this Seminar, the Action Item Custodians responsible for Action Items A.III.1 and A.IV.1 emphasized the importance of ICAO Member States responding to two pre-seminar surveys. The first survey is designed to identify key areas of interest that will shape the content and focus of the seminar, ensuring its relevance to participants. The second survey aims to collect Safety Performance Indicators (SPI) data from APAC States, as well as common industry indicators, to support a comprehensive understanding of regional safety priorities.

2.8.3   The Meeting also noted the proposal to establish a gap analysis team within the AP-RASP Working Group. This effort ensures the alignment of the updates to the current AP-RASP for the next triennium i.e. 2026-2028 with the ICAO Global Aviation Safety Plan (GASP) 2026-2028 and other upcoming ICAO Documents. The decision to proceed with this proposal will be taken at the 23rd Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/23) held in April 2025.

2.8.4   The Republic of Korea supported the paper and appreciated the work done by AP-RASP WG.

2.9   **Coordination Mechanism Between Regional Aviation Safety Groups (RASGs) and Teams (RASTs) - WP/8**

2.9.1   The APRAST Co-Chair (States) presented this paper proposing the establishment of a coordination mechanism between Regional Aviation Safety Groups (RASGs) and Regional Aviation Safety Teams (RASTs) to enhance inter-regional collaboration on aviation safety. The proposal includes developing a process where RASGs/RASTs inform each other when they publish safety alerts or advisories, organising regular virtual meetings between RAST and WG Co-Chairs, and establishing an online platform for immediate communication.

2.9.2   It was proposed that the Asia Pacific Regional Aviation Safety Team (APRAST) and Pan America Regional Aviation Safety Team (PA-RAST) trial this mechanism for two years, given how these groups have seen benefits from the informal sharing of such best practices over the past year. After the trial period, if the mechanism is assessed to be effective, it could be broadened to include other RASGs/RASTs. The Meeting was also informed that the Regional Aviation Safety Group – Pan America (RASG-PA) had endorsed the proposed mechanism and trial.

2.9.3   Hong Kong China, the United States and Boeing expressed their support for the proposed coordination mechanism to enhance inter-regional coordination. The US also proposed that upon completion of the trial, that the Secretariat support the organisation of a global coordination meeting for such inter-regional coordination.

2.9.4   The Meeting noted that the trial would involve informal engagements for the time being, and that functional changes to the RASG-APAC Procedural Handbook to formalise the mechanism would follow after the trial period. The RASG-APAC Chair also requested that the RASG-APAC Chair and/or Vice-Chair be invited as observers to such meetings so that they could remain apprised of any outcomes and progress.

2.9.5   The Meeting adopted the following Decision:

Decision RASG-APAC 14/4 – **Coordination Mechanism Between Regional Aviation Safety Groups (RASGs) And Teams (RASTs)** – **WP/8**	
That, APRAST WG Co-Chairs are to: a) Commence a trial of the coordination mechanism with PA-RAST, including the sharing of regional safety alerts/ advisories, virtual meetings between Co-Chairs, and using a common online platform for immediate communication between meetings. b) After assessing the mechanism up to two years, necessary changes to be adopted in the RASG Procedure Handbook and share the same experience with other RASGs.	**Expected impact**: ☒ Ops/Technical ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☒ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Strengthen APRAST outputs and inter-regional sharing of best practices	**Follow-up**: ☒ Required from APRAST Co-Chairs & Secretariat
When: RASG-APAC/14	**Status**: Open
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

2.10   Establishment of A RASG-APAC Safety Advisory - WP/9

2.10.1   The SEI WG State Co-chair presented a new communication mechanism necessary to allow for timely dissemination of critical safety information and/or to highlight specific mitigations found in existing guidance. Following APRAST/21, the SEI WG agreed to the development of a safety advisory called a "RASG-APAC Safety Advisory (RSA)". The SEI WG formally proposed the RSA concept to the 22nd Meeting of APRAST.

2.10.2   On APRAST/22, the Members agreed to institutionalize the RSA by adding language into the relevant sections of the RASG-APAC Procedural Handbook and seek RASG-APAC/14 approval.

2.10.3   The SEI WG Co-chair updated the meeting on the progress made by the SEI WG in the following areas;

> a) Establishing a mechanism for addressing global high-risk categories such as Runway Safety (RS);
>
> b) Introducing new concepts to share information such as focused discussions and regional safety advisories; and
>
> c) Revising SEI Outputs for Currency and Validity.

2.10.4   Australia, Singapore, Hong Kong China, Boeing and FSF supported the paper. Recommended changes to the relevant Terms of Reference were provided to the members of RASG-APAC which led to the following Decision:

Decision RASG-APAC 14/5 — Establishment of A RASG-APAC Safety Advisory - WP/9	
That, RASG-APAC/14 agreed to the changes to the ToRs found in the WP/9. All changes will be incorporated in the next revision of the RASG-APAC Procedural Handbook.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Achievement of global and regional aviation safety priorities and targets.	Follow-up: ☐ Required from States
When: Immediate	**Status**: Closed
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

2.10.5   SEI WG Co-Chair also presented the related **IP-02** on the **Updates from the SEI WG** covering the followings;

> a) Establishing a mechanism for addressing global high-risk categories such as Runway Safety (RS);
>
> b) Introducing new concepts to share information such as focused discussions and regional safety advisories; and
>
> c) Revising SEI Outputs for Currency and Validity.

AGENDA ITEM 3:   FOLLOW-UP ON THE OUTCOME OF RASG-APAC/13

3.1   Review of Progress of RASG-APAC/13 Decisions and Conclusions – WP/10

3.1.1   The Secretariat presented the progress update of the RASG-APAC/13 Decisions and Conclusions. The Meeting discussed progress, and Secretariat updated the status accordingly as reflected at **Appendix A to the paper**.

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

Decision RASG-APAC 14/6 — Review of Progress of RASG-APAC/13 Decisions and Conclusions – WP/10	
That, the Decisions adopted at RASG-APAC/13 as described in Appendix A of the WP/10 be endorsed.	**Expected impact**: ☒ Ops/Technical ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Achievement of global and regional aviation safety goals and targets.	**Follow-up**: ☒ Required from States
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

3.2   Update of RASG-APAC Annual Work Programme 2023/2024 – WP/11

3.2.1   The Secretariat presented the progress of the RASG-APAC Standing and Yearly Work Programme 2023/2024 through WP/11.

3.2.2   The Meeting endorsed the status of Yearly Work Programme 2023/2024 and moved the two open items (Task 2 & 3) to the Yearly Work Programme 2024/2025 presented as the WP/20.

AGENDA ITEM 4:   ICAO / MEMBER STATE / INDUSTRY PRESENTATIONS

4.1   ICAO Pacific Small Island Developing (PSID) States Liaison Office Progress and Planned Activities 2024/2025 – WP/12

4.1.1   ICAO informed the Meeting of the work of the Pacific Small Island Developing States (PSIDS) Liaison Office, the identification of priorities for ICAO and partner State support, and the ICAO-coordinated activities conducted in 2024 and planned for 2025. The Meeting was also informed of the support provided by partner States. ICAO acknowledging with thanks the substantial voluntary contributions and in-kind support provided by Australia, Japan, Republic of Korea, Singapore, the United States and Saudi Arabia for ICAO-coordinated, PSIDS-focused activities.

4.1.2   The Meeting was further informed of the interaction between the ICAO PSIDS Liaison Office and the Pacific Aviation Safety Office (PASO), and ICAO participation in recent PASO events. ICAO was encouraging PASO to undertake an assessment under the ICAO Regional Safety Oversight Organization/Regional Accident Investigation Oversight Assessment Programme (RRAP). An organizational and technical analysis of PASO sponsored by the United States was currently under way.

4.1.3   The United States supported the paper and expressed their willingness to assist the PSIDS initiative.   States were encouraged to continue to provide voluntary contributions and, importantly, in-kind support for PSIDS-related activities, through the following Conclusion adopted by the Meeting:

Decision RASG-APAC 14/7 — ICAO Pacific Small Island Developing (PSID) States Liaison Office Progress and Planned Activities 2024/2025 – WP/12	
That, noting Pacific Small Island Developing States' (PSIDS') needs for regulatory and technical training, on-the-job training, and appropriately qualified experts to support ICAO-coordinated activities and projects, States are urged to provide: • Regulatory and technical training opportunities; • On-the-job training opportunities; and • Appropriately qualified personnel for temporary deployments or short-to-medium term secondments. to support PSIDS-focused activities and projects.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: To provide training opportunities and the availability of appropriately qualified experts to support improved aviation outcomes for PSIDS.	Follow-up: ☒ Required from States
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☒ ICAO HQ ☐ Other:	

4.2   Flight Safety Foundation (FSF) Safety Project Activities 2024 – WP/13

4.2.1   The Meeting reviewed WP/13, presented by the Flight Safety Foundation (FSF), that provided an overview of the Centre for Aviation Safety's (AP-CAS) work programme for 2024. The Meeting was supportive of the studies underway to determine the level of implementation of the Upset Prevention and Recover Training (UPRT) and Flight Path Management training and procedures, as well as the Centre's study on continuing airworthiness that aims to identify underlying issues that may contribute to the number of System Component Failures Non-powerplant and Powerplant accidents and serious incidents in the region. The Meeting encouraged States and industry to continue supporting the Flight Safety Foundation Asia Pacific Centre for Aviation Safety (AP-CAS) in its ongoing efforts in these projects. The Meeting also requested that FSF report the progress of its projects to the next Asia Pacific Regional Aviation Team Meeting and the results of the studies to the next Directors General of Civil Aviation Conference. The Meeting also encouraged States and ICAO to refer to the FSF AP-CAS Airworthiness Needs Analysis Study once finalized.

4.2.2   Australia, Malaysia, the United States, Boeing, AAPA and IFALPA supported the paper.

4.3   Aviation CO2 Emissions Reduction Activities – WP/14

4.3.1   The Secretariat presented WP/14. The Meeting noted that strategic objective on Environmental Protection aims to minimize the adverse effects of global civil aviation on the environment, supporting 14 out of the 17 UN Sustainable Development Goals. Key goals include reducing aviation greenhouse gas emissions. The 41st ICAO Assembly 2022 adopted resolutions on Climate Change (A41-21) and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA, A41-22).   These resolutions emphasize the importance of air traffic management, technology, operations, and fuel-related measures in reducing CO2 emissions and encourage collaboration among states and stakeholders.

4.3.2   The Meeting was informed that the Assembly set a long-term global aspirational goal (LTAG) for international aviation to achieve net-zero carbon emissions by 2050, aligning with the UNFCCC Paris Agreement's temperature goal. Achieving this goal requires a comprehensive approach, including technology, sustainable aviation fuels, operational improvements, market-based measures, and evolving Standards and Recommended Practices (SARPs). Sustainable Aviation Fuels (SAF) and Lower Carbon Aviation Fuels (LCAF) are expected to play the largest role, but their current production is very low at just 0.2% of all aviation fuel use. Urgent global action is needed to scale up these cleaner aviation energies. In November 2023, the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) resulted in the ICAO Global Framework for SAF, LCAF, and other aviation cleaner energies, aiming to reduce CO2 emissions in international aviation by 5% to 8% by 2030.

4.3.3   The Meeting took note that ICAO's State Action Plans (SAP) initiative provides Member States with the tools and capacity to develop long-term climate change strategies for the international aviation sector, involving all relevant national stakeholders. These plans, which should be updated at least every three years, include emissions mitigation measures such as aircraft technology, operational improvements, sustainable aviation fuels (SAF), and market-based measures. Examples of CO2 emissions mitigation measures from the APAC Region include more fuel-efficient aircraft, upgraded avionics, modernized ATM infrastructure, fuels, and best practices in operations. Recent State Action Plans, like Singapore's Sustainable Air Hub Blueprint, outline and quantify the expected results of activities to achieve net-zero aviation CO2 emissions by 2050 and illustrate safety considerations associated with emissions mitigation measures.

4.3.4   The Meeting was apprised that the ICAO Council has identified seven priority focus areas (PFAs) for its Business Plan activities, including a PFA on the LTAG. For 2023-2025, the LTAG PFA involves monitoring progress, enhancing policy and regulatory frameworks, providing implementation support, and facilitating financing for clean energy and decarbonization projects. The

Fourteenth Air Navigation Conference (AN-Conf14) recommended that ICAO, through the PIRGs and RASGs, and in accordance with the GANP and GASP and respective regional plans, incorporate initiatives into their work programmes and projects, considering alignment with the ICAO PFAs— which include the LTAG. The meeting noted that the LTAG's increasing priority in ICAO's work offers an opportunity to integrate environmental considerations further into RASG-APAC's work and further support the LTAG's achievements.

4.4   Implementation of New ICAO USOAP Protocol Questions 2024 Edition – WP/15

4.4.1   Indonesia presented WP/15 on the New ICAO PQ Edition 2024 to remind the States of the implementation of a new SMS-related PQ starting after July 2025 and a new audit area of SSP later. The State must be concerned about how this new SMS PQ will affect the overall Effective Implementation score. The Meeting noted that only 16 APAC States have implemented SSP, and States are urged to also prioritize the SSP and Effective Implementation (EI) scores for the SSP area will be separated. The meeting encouraged States/Administrations to consider recent integration of SSPIA in the USOAP preparation plan and requested ICAO to provide required assistance facilitating a workshop/seminar including technical assistance on SSP and SMS.

4.4.2   Pakistan, Hong Kong China, Malaysia, Singapore and the United States supported the paper to organize such workshop and training sessions in APAC Region before the audit program is launched.

4.5   Transforming the Future of Aviation: embracing Unmanned Aviation and Artificial Intelligence technologies in aircraft maintenance – WP/16

4.5.1   Hong Kong China presented WP/16 sharing the experience of the Hong Kong Civil Aviation Department (HKCAD) facilitating implementation of initiatives from the industry regarding innovative application of Unmanned Aircraft System (UAS) and associated technologies in aircraft maintenance.

4.5.2   Considering the potential of innovative technologies in enhancing safety and efficiency, the paper highlighted the emergence of advance technologies developed for the Advanced Air Mobility (AAM) concept including different types of UAS, other new aircraft designs and flight technologies. The paper also stressed the significance of facilitation from regulatory agencies in order to safeguard aviation and public safety whilst fostering the development of the use of innovative technologies.

4.5.3   The discussion outlined the challenges and considerations encountered by the HKCAD. The Meeting noted Hong Kong China's effort, and the Meeting was invited to share experiences, challenges and considerations of developing / using innovative technologies in aircraft maintenance and other operations. Malaysia and Singapore supported the paper.

4.6   Promoting Innovative use of Technology for enhancing safe air transport of Dangerous Goods – WP/17

4.6.1   This paper was presented by Hong Kong China sharing an application of innovative technology for enhancing aviation safety and efficiency in the transport of dangerous goods. An intelligent cargo thermal detection system was developed by an industry partner aiming to provide early detection of potential fire hazards of cargo items and proactively minimise the risk of serious fire incidents. The system is also designed for seamless integration into cargo inspection processes to ensure minimal disruption to the operations. The HKCAD remains committed to facilitating the local aviation community in integrating innovative technology into their operations while maintaining high safety standards in the evolving landscape.

4.6.2   The Meeting was invited to note the information in the paper and recognise the importance and benefits of embracing innovation and technology to alleviate challenges. The Meeting was also invited to share their experience, challenges and considerations in their applications of innovative technologies to enhance aviation safety and efficiency.

4.7   RASMAG Outcomes – WP/18

4.7.1   Secretariat presented WP/18. The Meeting noted that Twenty-Ninth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/29) were held in Bangkok, Thailand, from 19 to 22 August 2024 respectively where RASMAG is a Sub-Group of APANPIRG.

4.7.2   The Meeting was invited to note the followings:

a) The Monitoring Agency for the Asian Region (MAAR) produced a combined summary of the safety analysis results for the APAC region, on behalf of the Asia/Pacific RMAs and EMAs. The report was divided into the Pacific (PAC) area, and Asia area. The full APAC consolidated Safety Report can be found in Attachment A. The APAC consolidated Safety Report included the following highlights:

     i. Risk by Areas;
     ii. Geolocations of LHD/LLD/LLE ;
     iii. LHD/LLD/LLE hotspots, trends and mitigations; and
     iv. Reporting Rates of LHD/LLD/LLE

b) The estimated vertical collision risk for 2023 for the PAC area did not meet the Target Level of Safety (TLS) (

c) **Table 1**).

Pacific Area – annual flying hours = 3,462,071			
Source of Risk	**Risk Estimation**	**TLS**	**Remarks**
Vertical Technical Risk	0.22×10^{-9}	2.5×10^{-9}	Below Technical TLS
Vertical Operational Risk	10.55×10^{-9}	-	-
2023 Vertical Overall Risk	**10.77×10^{-9}**	5.0×10^{-9}	**Above TLS**

Table 1: Pacific Area Vertical Collision Risk 2023

d) There was a total of 134 LHDs in the Pacific area in 2023 (increased from 118 in 2022), with total duration 362 minutes and 36 levels crossed. 33 of the occurrences were Category[1] A, B or C (25%), 64 were Category D, E or F (48%), zero were

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[1] Categories of LHD events as recognised by RMAs were:

Category A: Flight crew fails to climb or descent the aircraft as cleared;

Category B: Flight crew climbing or descending without ATC clearance;

Category C: Incorrect operation or interpretation of airborne equipment;

Category D: ATC system loop error;

Category E: Coordination errors in ATC-to-ATC transfer of control responsibility as a result of human factors issues;

Category F: ATC transfer of control coordination errors due to technical issues;

Category G: Aircraft contingency leading to sudden inability to maintain level;

Category G or H, 20 in Category I (15%), 16 were Category J or K (12%), and one were Category L or M (1%).

e) The estimated vertical collision risk for 2023 for the Asia area met TLS (

f) **Table 2**). The overall risk continued to decline since 2017 due to various safety improvement initiatives and was below the TLS. There was a total of 824 LHDs reported in the Asia area in 2023 (increased compared to 518 in 2022), with total duration 414.45 minutes and 237 levels crossed.

Asia Area – annual flying hours = 10,153,474 hours (38% increase from 2022)			
Source of Risk	**Risk Estimation**	**TLS**	**Remarks**
Vertical Technical Risk	0.56×10^{-9}	2.5×10^{-9}	Below Technical TLS
Vertical Operational Risk	2.84×10^{-9}	-	-
2023 Vertical Overall Risk	**3.40×10^{-9}**	5.0×10^{-9}	**Below TLS**

Table 2: Asia Area Vertical Collision Risk 2023

g) *Outcomes of RASMAG-MAWG Meetings :* Historically, the LHD reports received by RMAs mainly comprised of reports from ANSPs and very limited numbers from Air Operators. Since the analysis is supported by information contained within these LHD reports, it would be beneficial to include more air operators' report/data received by the State CAAs.

h) The Eleventh Monitoring Agencies Working Group (MAWG/11) meeting explored various sources of safety data reporting systems and the existing data sharing mechanism whereby the monitoring agencies could possibly obtain LHD occurrence reports from flight crews. ICAO member States had the obligation to submit LHD occurrence data to the RMAs, even though it was usually delegated to ANSPs, and also established a mandatory reporting system in accordance with the provision in Annex 19 – "States shall establish a mandatory safety reporting system that includes the reporting of incidents."

i) RASG was informed that the monitoring agencies planned to start discussion about an integrated approach to share these reports and to work on a proposal during the next MAWG meeting. Subsequently present a working paper to the next APRAST meeting to seek concurrence for a more integrated and efficient data sharing protocol.

j) SEI Working Group appreciated the RASMAG effort and expressed to work together for developing appropriate SEIs for the APAC Region.

Category H: Airborne equipment failure and unintentional or undetected level change;

Category I: Turbulence or other weather-related cause leading to unintentional or undetected change of flight level;

Category J: TCAS RA – flight crew correctly climb or descend following the RA;

Category K: TCAS RA – flight crew incorrectly climb or descend following the RA;

Category L: An aircraft being provided with RVSM separation is not approved;

Category M: Others.

4.8 **Aviation Safety Initiatives in the Asia-Pacific Region - WP/19**

4.8.1   AAPA presented the WP/19. The Meeting took note that aviation safety initiatives aligned with ICAO's GASP and APAC-RASP, addressing risks like Loss of Control In-flight (LOC-I) and System Component Failures (SCF). It highlights AAPA's leadership in fostering collaboration among airlines, regulators, manufacturers and training organizations to strengthen safety standards and operational resilience. The meeting urged States/Administrations to actively engage with organizations like the AAPA in advancing regional safety priorities through collective efforts and alignment with global best practices.

4.8.2   Boeing, IFALPA and FSF supported the paper and appreciated such collaboration by AAPA.

AGENDA ITEM 5:   **RASG–APAC YEARLY/STANDING WORK PROGRAMME 2023/2024 (PROPOSED) FOR CONSIDERATION AND APPROVAL**

5.1   **Proposed RASG-APAC 2024/2025 Yearly and Standing Work Programme – WP/20**

6.1.1   The Secretariat presented the WP/20. The Meeting noted the proposed RASG-APAC 2024/2025 Yearly Work Programme as in **Appendix A of WP/20**.

6.1.2   The Meeting endorsed the following Decision:

Decision RASG-APAC 14/8 — RASG-APAC Yearly/Standing Work Programme 2024/2025 (proposed) – WP/20	
That, the proposed RASG-APAC 2024/2025 Yearly Work Programme is approved, as in **Appendix A of WP/20**.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: To achieve global and regional aviation safety priorities and targets.	**Follow-up**: ☒ Required from States
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

AGENDA ITEM 6:   ANY OTHER BUSINESS

6.1   Working Level Mechanism for APANPIRG and RASG Coordination – WP/22

6.1.1   Secretariat presented the WP/22. The Meeting noted the background and details of discussions and brainstorming took place between all Chairs, Co-Chairs of APANPIRG and RASG-APAC and its subgroups, Working Groups, Action Items Groups on the 27 November 2024, in Meeting Room-1 of APAC RO soliciting a working level mechanism between APANPIRG and RASG-APAC and their subsidiary bodies for addressing the safety issues arising from Air Navigation deficiencies in APAC Region.

6.1.2   Recognizing the significant workload and manpower that all the Groups and subgroups already have been entrusted, Group agreed on the need for identification of few prioritized Action Items and a suitable platform to initiate the mechanism as described in WP/22 is given below:

Task	Air Navigation Group/ Subgroup	Safety Group/ Subgroup	Event Lead	Members	Potential Members (For Sourcing)
Identification of Mitigation actions on Large Height Deviation and APAC regional hotspots	RASMAG	SEI WG	RASMAG	TBD	AEROTHAI, CANSO, IATA, IFALPA, AAPA
Identification of Mitigation actions Turbulence Encounters	MET SG	SEI WG	MET SG	TBD	Met and ANS experts
Identification of Mitigation actions for GNSS interferences and RF Frequency spoofing	CNS SG	SEI WG	CNS SG	TBD	CNS, Safety, IATA, etc.

6.1.3   Singapore, the United States and FSF supported the paper. The Meeting decided the following Decision:

Decision RASG-APAC 14/9 — APANPIRG and RASG-APAC Coordination meeting by all Chairs and Co-Chairs – WP/22	
That, a) APANPIRG and RASG-APAC shall coordinate and execute the identified events as shown in 6.1.2 of the report (or, para 2.5 of WP/22) and provide feedback to both the PIRG and RASG Chairs during Mid-Term PIRG-RASG Review Meeting by the respective/engaged Group Chairs.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration

b) APRAST Co-Chairs to identify a 'Lead' for each Event/Activity where RO shall facilitate with required State Letters and necessary information.	☒ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: To achieve global and regional aviation safety priorities and targets.	Follow-up: ☐ Required from States
When: Immediate	**Status**: Open
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry	

Decision RASG-APAC 14/10 — APANPIRG and RASG-APAC Coordination meeting by all Chairs and Co-Chairs – WP/22	
That, After the prioritized events (Decision RASG-APAC 14/9) are being exercised APANPIRG and RASG-APAC chairs shall work out a suitable coordination mechanism taking the experience of Decision 14/9 and formalize the mechanism in respective procedure handbook of PIRG /RASG.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: To achieve global and regional aviation safety priorities and targets.	Follow-up: ☐ Required from States
When: Immediate	**Status**: Open
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry	

6.2   Date and Venue of the next Meeting

6.2.1   Hong Kong China proposed to host APANPIRG and RASG-APAC in Hong Kong China in the first week of December 2025. The proposal was discussed at the PIRG/RASG Coordination Meeting and the ICAO APAC Office will consider. However, the RASG-APAC/14 dates and venue will be notified in due course preferably on 27-28 November 2025 in face-to-face mode.

6.3   Closing of the Meeting

6.3.1   The ICAO Deputy Regional Director thanked the RASG-APAC Chair of the Meeting and all the in-person and virtual participants for their contributions in the Meeting.

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Total registered participants = 94

Total number of States / Administration = 22

Total number of Int'l Organization / Industry Partners = 9

	States / Administrations / International Organizations / Industry Partners	No. of participants Attended
1.	Australia	3
2.	Bhutan	1
3.	Brunei Darussalam	2
4.	China	2
5.	Hong Kong, China	3
6.	Macao, China	2
7.	Fiji	1
8.	India *(online)*	3
9.	Indonesia	2
10.	Japan	1
11.	Malaysia	4
12.	Maldives	2
13.	Mongolia	6
14.	Nepal	4
15.	New Zealand	1
16.	Pakistan	3
17.	Papua New Guinea	1
18.	Republic of Korea	2

	States / Administrations / International Organizations / Industry Partners	No. of participants Attended
19.	Singapore	3
20.	Thailand	11
21.	United States	5
22.	Viet Nam	7
	Int'l Org / Industry Partners	
1.	AAPA	1
2.	ACI	2
3.	Airbus	1
4.	Boeing	2
5.	CANSO	1
6.	EASA	1
7.	FSF	1
8.	IFALPA	2
9.	ICAO	
	ICAO HQ	1
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LIST OF WORKING PAPERS, INFORMATION PAPERS AND PRESENTATIONS

WORKING PAPERS

WP No.	Agenda	Title	Presented by
WP/01	1	Adoption of Agenda	Secretariat
WP/02 *(Revision 1)*	2	Review of the action taken by the ANC on the Report of APANPIRG/34 and the Consolidated Report of PIRG and RASG.	Secretariat
WP/03	2	Where does APAC Stand with the Beijing Declaration Commitments?	Secretariat
WP/04	2	Asia Pacific Ministerial Declaration on Civil Aviation (Delhi)	Secretariat
WP/05	2	59th APAC DGCA Conference Action Items on Safety	Secretariat
WP/06	2	Update on APRAST/21 and APRAST/22	Secretariat
WP/07	2	Update on Work Done by APAC-AIG	Chairman of APAC-AIG
WP/08	2	Coordination Mechanism Between Regional Aviation Safety Groups (RASGs) And Teams (RASTs)	APRAST Co-Chairs
WP/09	2	Establishment of A RASG-APAC Safety Advisory	Co-Chairs of SEI WG
WP/10	3	Review of Progress of RASG-APAC/13 Decisions and Conclusions	Secretariat
WP/11	3	Update of RASG-APAC 2023/2024 Work Programme	Secretariat
WP/12	4	ICAO Pacific Small Island Developing (PSID) States Liaison Office Progress and Planned Activities 2024/2025	Secretariat
WP/13	4	Flight Safety Foundation (FSF) Safety Project Activities 2024	Flight Safety Foundation
WP/14	4	Aviation CO2 Emissions Reduction Activities	Secretariat
WP/15	4	Implementation of New ICAO USOAP Protocol Questions 2024 Edition	Indonesia
WP/16	4	Transforming the Future of Aviation: embracing Unmanned Aviation and Artificial Intelligence technologies in aircraft maintenance	Hong Kong, China
WP/17	4	Promoting Innovative use of Technology for enhancing safe air transport of Dangerous Goods	Hong Kong, China
WP/18	4	RASMAG Outcomes	RASMAG Chair
WP/19	4	Aviation Safety Initiatives in the Asia-Pacific Region	AAPA
WP/20	5	Proposed RASG-APAC 2024-2025 Yearly and Standing Work Programmes	APRAST Co-Chairs

WP No.	Agenda	Title	Presented by
WP/21	2	Updates on the Progress made by the Asia-Pacific Regional Aviation Safety Plan Working Group (AP-RASP-WG)	Co-Chairs of AP-RASP WG
WP/22	6	Working Level Mechanism for APANPIRG and RASG Coordination	Secretariat

INFORMATION PAPERS

IP No.	Agenda	Title	Presented by
IP/01	-	List of Papers	Secretariat
IP/02	2	Updates from the Safety Enhancement Initiatives Working Group (SEI WG)	Co-Chairs of SEI WG
IP/03	4	Leveraging Generative Pre-Trained Large Language Models to Support Data-Informed Safety Decision Making in Aviation	The United States
IP/04	4	Report on APANPIRG/34 & RASG-APAC/13 Midyear Review and Eleventh PIRG & RASG Regional Coordination Meeting	Secretariat
IP/05	6	Relevant Outcomes of APANPIRG/35	Secretariat

PRESENTATIONS

PPT No.	Agenda	Title	Presented by
PPT 01	2	Outcomes of the Fourteenth Air Navigation Conference (AN-Conf/14)	Secretariat
PPT 02 (WP/09)	2	Establishment of A RASG-APAC Safety Advisory	Co-Chairs of SEI WG
PPT 03 (WP/14)	4	Aviation CO2 Emissions Reduction Activities	Secretariat

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LIST OF DECISIONS OF THE RASG-APAC/14

Decision RASG-APAC 14/1 — Update on APRAST/21 and APRAST/22 – WP/6	
That, the Decisions adopted at APRAST/21 and APRAST/22 as described in Attachment A and B to the WP/6 be endorsed.	**Expected impact**: ☒ Ops/Technical ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Achievement of global and regional aviation safety goals and targets.	Follow-up: ☒ Required from States
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

Decision RASG-APAC 14/2 — Update on Work Done by APAC-AIG – WP/7	
That, RASG-APAC/14 approved the APAC-AIG Code of Conduct (CoC) on the cooperation relating to Civil Aviation Accident/Incident Investigation to be recognized as the Investigation Cooperation Mechanism (ICM) for APAC Region. Necessary ToRs in RASG Procedure Handbook shall be amended accordingly.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Recognition of APAC CoC as an ICM	Follow-up: ☐ Required from States
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 14/3 — Update on Work Done by APAC-AIG – WP/7	
That, AIG WG to monitor the progress of Final Accident Investigation Reports and provide feedback of the published report by the APAC States/Administrations for air transport aircraft accidents above 5,700 kg and report back to RASG-APAC.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Monitoring the Final reports published on AIG	Follow-up: ☐ Required from States
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: AAIIAs	

Decision RASG-APAC 14/4 – Coordination Mechanism Between Regional Aviation Safety Groups (RASGs) And Teams (RASTs) – WP/8	
That, APRAST WG Co-Chairs are to: a) Commence a trial of the coordination mechanism with PA-RAST, including the sharing of regional safety alerts/ advisories, virtual meetings between Co-Chairs, and using a common online platform for immediate communication between meetings. b) After assessing the mechanism up to two years, necessary changes to be adopted in the RASG Procedure Handbook and share the same experience with other RASGs.	**Expected impact**: ☒ Ops/Technical ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☒ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Strengthen APRAST outputs and inter-regional sharing of best practices	Follow-up: ☒ Required from APRAST Co-Chairs & Secretariat
When: RASG-APAC/14	**Status**: Open
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

Decision RASG-APAC 14/5 — Establishment of A RASG-APAC Safety Advisory – WP/9	
That, RASG-APAC/14 agreed to the changes to the ToRs found in the WP/9. All changes will be incorporated in the next revision of the RASG-APAC Procedural Handbook.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Achievement of global and regional aviation safety priorities and targets.	Follow-up: ☐ Required from States
When: Immediate	**Status**: Closed
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 14/6 — Review of Progress of RASG-APAC/13 Decisions and Conclusions – WP/10	
That, the Decisions adopted at RASG-APAC/13 as described in Appendix A of the WP/10 be endorsed.	**Expected impact**: ☒ Ops/Technical ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: Achievement of global and regional aviation safety goals and targets.	Follow-up: ☒ Required from States
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 14/7 — ICAO Pacific Small Island Developing (PSID) States Liaison Office Progress and Planned Activities 2024/2025 – WP/12

That, noting Pacific Small Island Developing States' (PSIDS') needs for regulatory and technical training, on-the-job training, and appropriately qualified experts to support ICAO-coordinated activities and projects, States are urged to provide: • Regulatory and technical training opportunities; • On-the-job training opportunities; and • Appropriately qualified personnel for temporary deployments or short-to-medium term secondments. to support PSIDS-focused activities and projects.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: To provide training opportunities and the availability of appropriately qualified experts to support improved aviation outcomes for PSIDS.	Follow-up: ☒ Required from States
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☒ ICAO HQ ☐ Other:	

Decision RASG-APAC 14/8 — RASG-APAC Yearly/Standing Work Programme 2024/2025 (proposed) – WP/20

That, the proposed RASG-APAC 2024/2025 Yearly Work Programme is approved, as in **Appendix A of WP/20**.	**Expected impact**: ☒ Ops/Technical ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional ☐ Political / Global ☐ Economic ☐ Environmental
Why: To achieve global and regional aviation safety priorities and targets.	Follow-up: ☒ Required from States

When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

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