



ICAO

**REPORT OF THE TWENTY FOURTH MEETING OF
THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM
(APRAST/24)**

Bangkok, Thailand, 1 – 5 December 2025

The views expressed in this Report should be taken as those of the
Meeting and not the Organization

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

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APRAST/23
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1. Meeting and Registration

1.1 The Twenty-fourth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/24) was held at the ICAO Asia and Pacific Office in Bangkok, Thailand from 1 to 5 December 2025 and made two (02) Decision.

1.2 The APRAST/24 Meeting was conducted in hybrid format attended onsite by 85 participants from 18 States/Administrations and 07 International Organizations and Industry Partners viz. Australia, Bhutan, Hong Kong China, Macao China, France, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Pakistan, Philippines, Republic of Korea, Singapore, Thailand, United States, Viet Nam, Airports Council International (ACI), Airbus, Association of Asia-Pacific Airlines (AAPA), Boeing, Civil Air Navigation Services Organization (CANSO), Flight Safety Foundations (FSF), European Union Aviation Safety Agency (EASA), International Air Transport Association (IATA), and COSCAP-South East Asia. In addition, Bangladesh, Hong Kong China, Macao China, Fiji, India, New Zealand, and Viet Nam attended online. The list of participants is at **Attachment 1**. A Focused Discussion took place on Day-1 covering the Runway Safety in hybrid mode and 26 participants joined online in addition to the participants at the venue.

1.3 Mr. S M Nazmul Anam, Regional Officer/Flight Safety of ICAO Asia and Pacific Regional Office (APAC RO) acted as Secretary to the Meeting supported by Mr. Atipong Dharmasaroja, Regional Officer/Safety Implementation and Mr. Farid Imam, Technical Assistance/Air Transport Officer.

2. Opening Session

2.1 Mr. Tao Ma, Regional Director of the ICAO APAC RO, welcomed approximately 90 participants to the APRAST/24 Meeting, acknowledging the successful completion of the APANPIRG/36 and RASG-APAC/15 Meetings the previous week. He thanked Captain Dhruv Rebbapragada from Airbus for his contributions and noted that several States (including Cambodia, China, Pakistan, Papua New Guinea, Thailand and Viet Nam) had substantially augmented their Effective Implementation (EI) following recent USOAP audits, attributing this to proactive safety teams and Combined Action Team (CAT) Missions.

2.2 The Regional Director highlighted ongoing safety challenges: the region still contained a State under Significant Safety Concerns (SSC), and Pacific Small Island Developing States (PSIDS) faced difficulties with low EI and establishing independent accident investigation authorities. He noted that only six States had completed the State Safety Programme (SSP) implementation, underscoring the work needed to address the new 2024 Protocol Questions which include SSP requirements. The Annual Safety Report 2025 confirmed APAC had the highest number of fatal accidents (03) and 185 passenger fatalities in 2024. With a regional average EI Score of 67.58% remaining below the GASP target of 75%, the Regional Director stressed the significant need for continued effort and successful deliberation over the five-day Meeting schedule.

2.3 Mr. Alan Foo, APRAST Co-Chair (State), thanked delegates for attending APRAST/24 and reinforced the value of in-person participation to drive progress. Recalling the APRAST restructure at the last Meeting to streamline processes and enable more effective regional outputs, he updated that the OPS WG (previously the SEI WG) now consisted of smaller teams led by SEI Champions overseeing specific, prioritized deliverables for each regional high-risk category, and had successfully launched two RASG-APAC Safety Advisories addressing elevated mid-air collision risks in RVSM airspace and lithium battery fires. The ORG WG (previously the RASP WG), had drafted the AP-RASP 2026-2028 which was approved in-principle at RASG-APAC/15. The SRP WG had published the Annual Safety Report was preparing to support the monitoring of AP-RASP implementation and subsequently take over the development of the AP-RASP from the next iteration in 2029.

2.4 APRAST Co-Chair (State) also highlighted ongoing efforts to enhance collaboration on cross-cutting safety issues, including PIRG-RASG Coordination and the on-going trial of the coordination mechanism with Pan America-RAST to pursue joint safety initiatives and mutual sharing of best practices. Noting the encouraging progress for APRAST's regional safety efforts, he encouraged APRAST members to consider being SEI champions or action custodians for the AP-RASP 2026-2028 OPS and ORG Roadmaps respectively.

REPORT ON AGENDA ITEMS

1. AGENDA ITEM 1: PLENARY SESSION – ADOPTION OF AGENDA

1.1 Adoption of the Provisional Agenda – WP/1

1.1.1 The Secretariat presented the Provisional Agenda, which was adopted by the Meeting.

2. AGENDA ITEM 2: ELECTION OF THE CO-CHAIRS

2.1 Election of APRAST OPS WG Co-Chair (Industry) and Regularization of OPS WG Co-Chair (State) – WP/02

2.1.1 The Meeting was invited to nominate/elect the APRAST Co-Chair (Industry) of the vacant position as Mr. Dhruv Rebbapragada, Airbus who was elected as the SEI WG Co-Chair (Industry) had stepped down from his role at Airbus. Hence, a new Co-Chair for industry representatives was required to be nominated where the SEI WG was renamed as OPS WG.

2.1.2 FSF nominated Mr. Adrian Abraham from Airbus, for the role of OPS WG Co-Chair (Industry). This was seconded by AAPA.

2.1.3 Mr. Adrian Abraham expressed his gratitude for being elected and committed to supporting the group and the Region to his best.

3. AGENDA ITEM 3: UPDATE, DISCUSS AND REVIEW OF PROGRESS OF APRAST ACTIVITIES

3.1 Update of APRAST/23 Decisions and Conclusions – WP/3

3.1.1 The Secretariat presented the progress of outstanding Decisions and Conclusions adopted at APRAST/23 Meeting. The Meeting noted and accepted the updates provided by the Secretariat which can be found in **Appendix A**.

3.1.2 FSF and the United States expressed gratitude for the benefit of the RASG-APAC Safety Advisory (RSA) as an advancement of the APRAST effort in improving safety in the APAC region. The Secretariat acknowledged this support and referenced a recent decision made at RASG 15/06 regarding improving the repository for the RSA data within ICAO APAC Website.

4. AGENDA ITEM 4: UPDATE OF RASG-APAC/15 DECISIONS / CONCLUSIONS AND WORK PROGRAMME

4.1 Progress update of the RASG-APAC/15 Decisions and Conclusions – WP/4

4.1.1 The Secretariat presented the progress update of the RASG-APAC/15 Decisions and Conclusions. The Meeting discussed the progress, and the Secretariat updated the status accordingly as reflected at **Appendix B**.

4.2 Update of RASG-APAC/15 Annual & Standing Work Programme 2025/2026 – WP/5

4.2.1 The Secretariat presented the progress of RASG-APAC 2025/2026 Work Programme which was approved at RASG-APAC/15 in November 2025. The Meeting discussed the progress, and Secretariat updated the status accordingly as reflected at **Appendix C**.

5. AGENDA ITEM 5: PRESENTATIONS – STATE / INDUSTRY / ICAO

5.1 Updates on Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2026-2028 – WP/06

5.1.1 The Secretariat presented the WP/06 updates on the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2026-2028 developed in line with ICAO Global Aviation Safety Plan (GASP) 2026-2028, to address high-risk categories of occurrences, other regional risks categories of occurrence along with the organizational challenges at regional level.

5.1.2 The Meeting was informed about the improvements made in the draft AP-RASP, methodology and inputs used for the identification of Regional High-Risk Categories of Occurrences (R-HRCs) from Global High-Risk Categories of Occurrences (G-HRCs), Other Risk of Categories of Occurrences and Organization Challenges. AP-RASP goals, targets, and indicators were presented in tabular form. The Meeting noted that SEIs for OPS and ORG roadmaps would be finalized during the breakout sessions of this APRAST/24 Meeting. The Secretariat appreciated the coordinated effort of several key States/Administrations in putting the draft together including Hong Kong China, Australia, Thailand, Pakistan, Singapore, India, EASA and FAA.

5.1.3 Airbus informed the Meeting that, despite the introduction of Other Risk Categories of Occurrences, the regional focus should be maintained on the G-HRCs. Australia agreed that the G-HRCs should be the main priority and further indicated that APAC data showed the Other Risk Categories of Occurrences were also pertinent to the APAC Region, noting that these risk categories could act as precursor events to accidents or serious incidents.

5.1.4 The United States informed the Meeting that the Global Air Navigation Plan (GANP) had increased its update interval to six years and inquired if a similar cycle could be applied to GASP. The United States further noted that extending the GASP's major revision cycle would consequently help reduce the frequency of updates for the RASP. The Secretariat acknowledged the resource-intensive nature of frequent updates for RASP but advised that the RASP should align with the GASP, and the decision on extending the GASP update interval was outside the scope of this Meeting's purview.

5.2 Aviation Safety Reporting in Support of Safety Intelligence: Europe's Experience and Possible Relevance for Asia-Pacific – WP/07

5.2.1 EASA presented a paper on aviation safety reporting in support of safety intelligence. The Meeting emphasized the importance of risk identification and management. A proactive safety-reporting culture was essential to early hazard detection and timely risk mitigation. In Europe, this ambition was supported by a harmonized occurrence reporting framework that ensured consistent collection, sharing, and analysis of safety data.

5.2.2 The recent introduction of ECCAIRS 2 included a user-friendly interface built on ICAO's ADREP taxonomy, and the Data4Safety (D4S) programme. The Meeting was informed that ECCAIRS 2 acted as the back-end engine, aligning EU obligations with ICAO Annexes 13 and 19, enabling cross-border analysis, and supporting D4S. Confidential Safety Reporting (CSR) complemented mandatory schemes, allowing individuals to make voluntary reports with strong protections, reinforcing just culture principles.

5.2.3 EASA shared that there were lessons that could be drawn from Europe’s experience to foster a proactive safety culture and strengthen their integration into ICAO’s global safety framework, including:

- Harmonized regulations and standard taxonomies (ADREP-based classification) to facilitate cross-border data exchange.
- Just culture protections: Establishing confidential reporting systems modelled on EASA’s CSR to safeguard anonymity.
- Digital infrastructure: Leveraging advanced tools like ECCAIRS 2 to streamline reporting and support predictive safety intelligence.

5.2.4 Australia informed the Meeting of the publication of the new Safety Intelligence Manual (ICAO Doc 10159), noting that it would assist Member States in the application of safety intelligence principles. Singapore highlighted that one of the challenges with States outside of Europe using ECCAIRS 2 was that the data had to be stored outside of the State. EASA informed the Meeting that States could maintain a synchronized copy of the data on local servers.

5.2.5 The Secretariat informed the Meeting of challenges associated with the transition to ECCAIRS 2 within APAC Region. Two options were available, including the Cloud option, which offered full support from EASA, and the Offline option, for which support was not available. The Meeting was informed that payment for the use of Cloud services must be agreed upon bilaterally between EASA and the State/Administration.

5.3 Aviation Safety Action Programme Initiative for the Asia Pacific Region – WP/08

5.3.1 The paper presented by PA-RAST outlined how the RASG PA (Pan America Regional Aviation Safety Group) through PA-RAST had developed a Just-Culture-based Voluntary Safety Reporting Programme (VSRP) Initiative inspired by the Aviation Safety Program (ASAP) model. It described how the initiative aimed to capture safety-relevant information that often went unreported under mandatory systems - early-stage hazards, human-factors issues, operational pressures, and “weak-signal” data that may signal emerging risks before they escalate into major incidents or accidents. The WP presented the rationale for this approach, highlighting the limitations of traditional occurrence reporting and the importance of complementary voluntary reporting under a trusted, non-punitive framework.

5.3.2 The Paper further explained the structure that PA-RAST had put in place: a Regional ASAP Working Group (RAWG) co-led by a State and an operator was tasked with developing a guidance document, initiating a pilot project with a State, an airline operator and their employee group, and promoting Just Culture awareness region-wide. These activities were framed as “in progress,” with the pilot expected to yield lessons learned and insights that could eventually inform broader implementation. Finally, the United States invited APAC States to consider whether a similar framework might strengthen safety intelligence and proactive hazard identification in their region.

5.3.3 Singapore and the United States appreciated the effort being undertaken by PA-RAST. The PA-RAST Vice-Chair noted that the PA region continued to experience low reporting rates, which from a RASG perspective resulted in a lack of safety intelligence. The available information was often too high-level and did not correlate with specific risk events, hindering data-driven safety management. Airbus emphasized the importance of a robust safety culture for the success of any reporting program, noting that this remained a challenge in the APAC Region.

5.3.4 The Meeting noted the challenge posed by safety data being focused within the “siloes” of individual States and air operators. Singapore highlighted that the mandatory accident/incident reporting system (ADREP) generally worked well for operational data (OPS) but was less effective in gathering information related to organizational factors (ORG). The Meeting invited PA-RAST to continue to share their implementation experience with APRAST.

5.4 FOCUSED DISCUSSION on ‘Practical Challenges: Integrating FDA into Airline SMS’ – PPT/01

5.4.1 IATA presented a framework for integrating Flight Data Analysis (FDA) into an airline’s Safety Management System (SMS), noting that it was not just a technical process but involved practical challenges requiring collaboration and trust. Success depended on engagement with frontline crews, transparent communication among Subject Matter Experts (SMEs), and regular updates to training based on FDA trends. These measures helped crews understand the purpose of data collection and encouraged proactive participation. A strong Just Culture underpinned this approach, focusing on organizational learning rather than individual behavior, supported by effective data protection and formal agreements.

5.4.2 The Meeting was informed that FDA insights needed to be combined with safety reports and other contextual information to fully understand operational challenges, and this integration would enable more accurate interpretation of trends and systemic risks. Translating insights into action required ongoing safety initiatives and open discussions across organizational levels. The presentation highlighted the industry’s evolution from Safety-I to Safety-II, aligning with the Risk-Based IOSA SMS Maturity Assessment, which evaluated both compliance and the effective use of lagging and leading Safety Performance Indicators (SPIs).

5.4.3 The Meeting was informed that, while IATA used FDA as an input for its Flight Data Exchange (FDX) programme, which provided benchmarking and shared learning opportunities, airlines participation remained limited. IATA suggested that Civil Aviation Authorities (CAAs) may work together with IATA to promote FDX adoption, enabling airlines to benefit from regional and global insights. By combining FDA-driven analysis with collaborative platforms like FDX and aligning with IOSA maturity criteria, the industry could overcome practical challenges, strengthen SMS maturity, and accelerate continuous improvement across aviation.

5.5 FOCUSED DISCUSSION on “Flight Data Monitoring: Accountability + Culture = Safer Operation” – PPT/02

5.5.1 Boeing presented a presentation titled “Flight Data Monitoring: Accountability + Culture = Safer Operations”. The presentation outlined how Flight Data Monitoring (FDM) supported safer operations through the combination of clear accountability and a positive safety culture. The Meeting was informed that Safety Performance Monitoring (SPM) and Safety Performance Indicators (SPIs) were essential to the State Safety Plan for continuously improving the aviation industry’s safety performance and pursuing State Safety Objectives.

5.5.2 The presentation described the oversight process, led by the regulator in collaboration with industry, navigating a complex data ecosystem and the general operator FDM process. Regulatory actions were noted to require careful change management. The presentation urged collaborative, performance-based approaches between airlines and regulators to define SPIs and reporting thresholds, cautioning against rigid non-deidentified data sharing mandates that could result in a punitive culture and limit learning from past errors. Boeing recommended against setting rigid thresholds for complex safety performance indicators, noting the potential for unintended consequences that could degrade safety. Finally, Boeing emphasized continuous improvement and fostering a positive safety culture when implementing FDM.

5.5.3 APRAST Co-Chair (State) provided an update regarding ICAO Annex 19: the concept of the Acceptable Level of Safety Performance (ALOSP) was being removed (effective October 2026). This change was made because the term caused confusion, potentially suggesting current performance was “unacceptable.” The new focus would be on setting targets and driving continuous improvement.

5.6 FOCUSED DISCUSSION on ‘Developing Safety Performance Indicators (SPIs) based on flight data monitoring’ – Singapore

5.6.1 Singapore shared its experience in developing Safety Performance Indicators (SPIs) based on flight data monitoring and explained how its State-level risks were aligned with G-HRCs as well as local operational challenges. The Meeting was informed that SPIs were used to monitor both accidents and precursor events, which allowed for earlier detection and management of operational risks. The presentation highlighted that data from airline Flight Data Analysis Programmes (FDAP) and mandatory reporting systems supported this approach and stressed the importance of having clear definitions and comprehensive event reporting.

5.6.2 The Meeting was informed that there was a need for regulatory frameworks to provide for the protection of sensitive safety information through de-identification and aggregation. The presentation highlighted ongoing efforts to review and enhance SPIs, bring in new data sources, and use advanced analytics to strengthen safety insights. Singapore further shared the need for a strong emphasis on just culture principles, making sure that safety data would only be used for its intended purpose and that trust between regulators and operators must be maintained.

5.6.3 The Secretariat encouraged APAC States/Administrations to integrate safety performance metrics (such as SPIs and FDM data) into their SSP framework. With the SSP/SMS becoming the ninth ICAO audit area in 2024, a comprehensive approach was needed, and SSP/SMS should be integrated across all technical areas. States were advised to use the USOAP PQs and associated guidance as the basis for preparing regulatory evidence, noting that generic SSP documentation may not fully address the audit requirements.

5.7 Towards a harmonized Regional Approach to Crew Resource Management (CRM) in the Asia-Pacific Region – WP/09

5.7.1 This paper presented by the Association of Asia Pacific Airlines (AAPA) introduced the Crew Resource Management (CRM) Harmonisation Task Force (CHTF), that was established with participation from regulators, airlines, academia, and the Flight Safety Foundation to develop a harmonised regional CRM framework. The initiative responds to findings from the ICAO *State of Global Aviation Safety Report (2025 Edition)* and the Flight Safety Foundation’s *AP-CAS Regional Safety Assessment (2024)*, which identified human factors and inadequate CRM application as contributors to serious incidents and accidents.

5.7.2 Airbus highlighted that contributing factors to G-HRCs e.g., fatigue, loss of situational awareness, ineffective SOPs and the startle effect were inherently CRM subjects. Airbus further informed the Meeting that CRM failures had contributed to recent fatal accidents and urged States/Administrations to assign a CRM “champion” and monitor its implementation. The Meeting was informed by AAPA that the initial focus was on flight operations (pilots and cabin crew) due to the historically derived safety concerns. While recognizing the need for Joint CRM (including maintenance, dispatch, and ATC), the project limited the initial scope to something achievable and tangible.

5.7.3 The APRAST Co-Chair (Industry) acknowledged that the project was an effort led by an industry association but confirmed that APRAST would support the dissemination of the final product across the region after review. The Meeting supported the project and encouraged wider State participation to strengthen outcomes.

5.8 Towards a harmonized approach to Lithium-Ion Power-Bank Carriage and use in Aircraft Cabins – WP/10

5.8.1 The Meeting noted that a paper addressing the increasing risks associated with lithium-battery fires had been submitted to the 42nd ICAO General Assembly, and that this may lead to a future global update of relevant guidance material. Pending any such developments at the global level, and in light of continuing concern over passenger-carried power banks, the Meeting further noted that the ICAO APAC Regional Safety Advisory (RSA) on lithium batteries should be updated to reflect the pertinent operational and passenger-awareness considerations raised.

5.8.2 The Meeting acknowledged the potential value of developing harmonised regional guidance for the carriage and use of passenger power banks, aligned with ICAO Doc 9284 and the AP-RASP 2026–2028 objectives on fire-smoke and emerging-hazard mitigation. Such harmonisation could support more consistent operational practices and improve passenger understanding across the Region

5.8.3 Thailand highlighted a need to address the variations in policies across APAC States/Administrations and air operators, which could lead to operational confusion and increased safety risk and proposed establishing a harmonized regional guidance aligned with ICAO and IATA guidelines. The Meeting noted the need to conduct more research and study into the behaviors and characteristics of distressed batteries before they enter thermal runaway or ignition. The Meeting was also informed by IATA on the Dangerous Goods Regulation (DGR), 67th Edition, which would become effective on 1 January 2026.

5.8.4 APRAST Co-Chairs supported the call for regional guidance and deemed this an appropriate way to address the risk and advised against proposing any definitive regulatory framework too soon, noting that global work was already underway at ICAO. The Meeting agreed to leverage existing initiatives, such as expanding the RSA mechanism already in use and adopted the following Decisions:

Decision APRAST 24/1: Towards a harmonized approach to Lithium-Ion Power-Bank Carriage and Use in Aircraft Cabins – WP/10	
That, OPS WG to develop regional guidance for the carriage and use of passenger lithium-ion power banks.	<p>Expected impact:</p> <input checked="" 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 checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
Why: Addressing the risks due to carriage and use of Lithium-Ion Power-bank in Aircraft Cabins	
When: By APRAST/25	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> OPS WG <input type="checkbox"/> ORG WG <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> APAC States/Administrations <input type="checkbox"/> Other: Industry	

5.9 Surveys on SSP/SMS & Safety Culture implementation in APAC – WP/11

5.9.1 Hong Kong China presented WP/11 on behalf of the AP-RASP WG and co-sponsors Australia, India, the Republic of Korea, Singapore and Thailand which volunteered their analyst expertise and resources. This paper presented the analysis of three regional surveys on Safety Reporting Systems, ANSPs' Roles in Safety, and Safety Performance Indicators (SPIs), conducted to support the 2025 ICAO APAC Safety Management Seminar.

5.9.2 The paper highlighted that the surveys garnered significant engagement, with over 640 responses representing approximately 20 States and 95 service providers. Key findings revealed a strong foundation in safety reporting with high levels of trust, a notable "confidence gap" between ANSP and regulator perceptions of SMS maturity, and a clear regional practice to monitor Runway Safety and Airprox SPIs, while identifying areas for development in understanding SPI concepts and monitoring other high-risk categories.

5.9.3 Australia and India appreciated the joint efforts of the volunteers (including Hong Kong, China, FSF, and other participating States and organizations) and respondents for their dedication and the lessons learned regarding survey design, information response capture, and data preparation. The Meeting recognized the importance of this type of survey analysis, whose results would serve as guidance for future work, including safety reports and other regional projects. The findings could assist in prioritizing regional assistance, shaping workshop topics, and developing targeted actions to enhance SSP/SMS implementation and safety culture across the APAC Region.

5.9.4 The Meeting agreed to share the regional survey findings with the appropriate expert groups ICAO HQ as a potential way for the APAC region to collaborate with the global safety management community. The Meeting adopted the following Decision:

Decision APRAST 24/2: Surveys on SSP/SMS & Safety Culture implementation in APAC – WP/11	
That, APRO to send WP/11 to the appropriate expert groups of the ICAO HQ for their consideration.	<p><i>Expected impact:</i></p> <input checked="" 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 checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
Why: Enhance Positive Safety Culture in APAC region	
When: By APRAST/25	Status: In Progress
<p>Who: <input checked="" type="checkbox"/>APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> OPS WG <input checked="" type="checkbox"/> ORG WG <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> APAC States/Administrations <input type="checkbox"/> Other: Industry</p>	

5.10 Development of a Regional Approach for State Safety Data Collection and Processing Systems (SDCPS) – WP/12

5.10.1 Pakistan presented WP/12 opining that the APAC Region needed a harmonized and structured approach for developing SDCPS, as many States currently relied on fragmented, manual and non-standardized reporting and data-management practices. The Meeting was informed that a robust SDCPS aligned with ICAO Annex 19 and Doc 10159 was essential for achieving GASP and AP-RASP 2026–2028 Regional Goal 3, as it enabled integrated safety intelligence, risk-based oversight, and effective SSP implementation. The paper outlined a set of minimum SDCPS modules, including SMOR, SVOR, accident/incident databases, oversight audit modules, FDM interfaces, taxonomy engines, and centralized safety databases supported by analytical tools and governance frameworks.

5.10.2 The Meeting acknowledged that establishing an SDCPS was necessary for States/Administrations to effectively address ICAO PQs, conduct trend analysis, and transition toward a Risk-Based Approach. While it would be challenging for the APAC Region to establish a regional SDCPS monitoring framework, the Meeting agreed to refer the paper to ORG WG for its consideration of the relevant elements in this paper.

5.11 Space Weather Vulnerability and ICAO Preparedness – WP/13

5.11.1 The Secretariat presented a paper on a recent uncommanded, limited pitch-down event involving an Airbus A320, highlighting a safety concern regarding the effects of space weather on aircraft systems. Preliminary investigation identified a malfunction in the Elevator Aileron Computer (ELAC), and the analysis linked this anomaly to a vulnerability in ELAC's hardware/software configuration when exposed to intense solar radiation (cosmic rays). This exposure could cause a Single Event Upset (SEU), corrupting critical flight control data. While the aircraft recovered, several occupants sustained injuries, underscoring the potential for serious outcomes. Following the incident, EASA issued Emergency Airworthiness Directive (AD) 2025-0268-E, which affected the operators globally, including in the APAC region.

5.11.2 The paper emphasized the importance of utilizing the foundational layer of protection provided by ICAO Annex 3 and the global network of Space Weather Centres (SWXCs), which monitored and issued advisories for elevated solar radiation levels. States/Administrations were also strongly encouraged to review the applicability of the Emergency AD to their fleets and ensure timely communication of advisory information to operators and maintenance organizations. The Meeting was informed that States should incorporate the SWXC advisories into their operational decision-making across meteorological service, ATM, and OPS units for timely risk mitigation.

5.11.3 The Meeting also participated in a short virtual video conference organized by EASA to APAC States. EASA explained the actions taken on 28 November 2025, regarding the Emergency AD, detailing that the affected ELAC Hardware and Software lacked a memory refreshing function, allowing the SEU to corrupt flight control data. EASA categorized this as a Single Failure with potential catastrophic consequences, requiring immediate safety action.

5.11.4 The Meeting was advised by EASA that the corrective action required affected aircraft to revert to the previous software version. The AD also prohibited the future installation of the vulnerable configuration. EASA confirmed the Emergency AD addressed the immediate safety concern but noted that the investigation in accordance with ICAO Annex 13 remained ongoing and could not provide further details related to the solar radiation.

5.12 PA-RAST 2025 Projects Review– PPT/03

5.12.1 PA-RAST Vice Chair presented the PA-RAST's projects and safety activities for 2025. It highlighted PA-RAST's key initiatives including the Analytical Process for HRC Project Teams and the proposed RASG-PA Safety Partners' de-identified operational data-sharing trial. The presentation also summarized collaborative projects such as the MAC/LHD mitigation effort with GREPECAS (Pan American PIRG), the PA-RAST UPRT workshop, and the preliminary "Top 5 Safety Priorities" provided by the RASG-PA Safety Partners.

5.12.2 The presentation also illustrated how PA-RAST and APRAST were deepening coordination by each other's adopting safety advisories and aligning methodologies. Regional non-fatal and fatal accident distributions across NACC, SAM, and APAC were included to highlight shared risk categories such as turbulence, runway/taxiway incursions, and abnormal runway contact as consideration for next steps. Additionally, the proposed next steps identified GNSS RFI as a cross-regional issue, offering a clear opportunity for deeper collaboration and mitigation-sharing between both RASTs.

5.12.3 The Meeting thanked PA-RAST for its collaboration with APRAST.

6. AGENDA ITEM 6: BREAKOUT SESSION

6.1 Breakout sessions - OPS WG, ORG WG and SRP WG

6.1.1 Detailed discussions were conducted by three Subgroups (OPS WG, ORG WG, and SRP WG) during their breakout sessions from 2 to 4 December 2025.

6.1.2 The outcome of the breakout sessions was delivered and presented under Agenda Item 7.

7. AGENDA ITEM 7: UPDATES FROM THE SUBGROUPS

7.1 Breakout Session – OPS WG

7.1.1 The OPS WG met for three days of presentations and discussions regarding the final details of the SEI WG restructure, the RASG and PIRG decisions and conclusions that directly affect the WG, safety information sharing, and the establishment of five (5) Task Forces and the respective OPS Roadmaps. Due to the high number of new participants, time was taken to explain the history of the OPS WG and the current 17 SEIs.

7.1.2 In regard to restructuring, it was agreed that the five (5) Task Forces (TF) will be the MAC TF, CFIT TF, LOC-I TF, RI TF, RE TF, SCF TF. TURB risk would be addressed within LOC-I TF and ARC would be addressed within RE TF. The subject of GNSS RFI was discussed and it was agreed that CFIT TF will be responsible for addressing the risk. OPS WG recognized that cross-collaboration among the Task Forces would be necessary in some cases, such as GNSS RFI. A form would be sent out to the OPS WG members asking for their preference to which TF(s) they would like to support. TF Leads were announced as follows:

- RI TF – Captain Paul Martin (CAAS)
- RE TF - Patnaree Piraphatnapong (CAAT)
- CFIT TF – Captain Adrian Abraham (Airbus)
- LOC-I TF – *Pending confirmation*
- MAC TF - *Pending confirmation*
- SCF TF – Captain Roshan Joshi (AAPA) (*beginning Q4 2026*)

7.1.3 U.S. CAST, IATA, and CAAS delivered presentations on the safety information that had been gathered by ASIAs, FDX, and the Regional Data Sharing (RDS) Initiative, respectively.

7.1.4 The Runway Safety (RI, RE, and ARC) OPS Roadmap was reviewed, edited, and concurred by the members. The initial results of the GAPPRI Implementation Tracker were reviewed with emphasis on the “Essential” and “Intermediate/mid-term” recommendations that had not been implemented among the domains. A webinar will be organized for Q4 2026 to address the findings. The RI and RE TF would use the GAPPRI and GAPPRE document to support their future work.

7.1.5 The CFIT OPS Roadmap was reviewed, edited, and concurred by the members. The WG discussed the proposed coordination with the APANPIRG contributing bodies. AAPA provided a presentation on their efforts to improve CRM. CFIT TF will continue to develop a comprehensive holistic understanding of OEM Guidance on managing the risk of GNSS RFI.

7.1.6 The LOC-I OPS Roadmap was reviewed, edited, and concurred by the members. After much discussion, it was agreed that TURB will be addressed by LOC-I TF. The Pan America Regional Aviation Safety Team (PA-RAST) Vice Chair shared RASG-PA mitigation strategies as well as informative videos on turbulence. The TF encouraged States to incorporate TURB risk into the national aviation safety plan as appropriate.

7.1.7 The MAC OPS Roadmap was reviewed, edited, and concurred by the members. The coordination efforts between the RASMAG and OPS WG were highlighted as a good example of successful coordination between the PIRG and the RASG. The WG discussed the various data collection efforts and measures within the region to analyze LHDs and TCAS RAs. In coordination with APANPIRG contributing bodies, the TF will identify geographic areas of concern and develop mitigating strategies.

7.1.8 The SCF OPS Roadmap was reviewed, edited, and concurred by the members. The precursor events and metrics were refined. The TF brainstormed the regional risks and possible interventions that should be considered going forward. The TF advised to continue the analysis and identify opportunities for risk mitigation.

7.1.9 The WG recognized the workforce challenges with the region, its impact on the operation, and the experience gap it creates. The OPS WG encourages collaboration with the ORG WG to address this problem.

7.1.10 The OPS WG would plan monthly meetings as necessary in preparation for APRAST/25.

7.1.11 The Meeting appreciated the organized effort made by both OPS WG Chairs to customize the OPS roadmap and the valuable knowledge sharing demonstrated by the participants in the OPS breakout session.

7.2 Breakout Session – ORG WG

7.2.1 During the breakout session, the ORG Working Group reviewed the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2026–2028 edition. The review covered regional goals, targets, and indicators. A detailed discussion was held to assess the feasibility and harmonization of each goal with its corresponding targets and indicators. After the thorough discussion, necessary amendments were made in the targets and their respective indicators. Further the draft ORG roadmap was discussed as a group to fine tune the action item attached to each SEI, Stake holders.

7.2.2 To further work on each SEI attached to a target, develop the metrics and implementation plan, participants volunteered to be custodians and take ownership of specific targets of AP-RASP along with other members. The members identified for each group during the breakout were listed as under the table below. The Meeting encouraged other States/Administrations and industry members to participate in these subgroups.

Custodian	States/Administrations and Delegates
NASP	CASA/Michael Burgess India/Payal Agarwal Thailand/Patchara Kongthanasarasith United States /Shayne Campbell CAA Vietnam/

SSP	Singapore/Lesley-Anne Tan Hongkong/Yamani Chan India/Rahul Agarwal Japan/Murakami Takahiro Thailand/ Patchara Kongthanasarasith Pakistan/ Mahrukh M. Hussain and Asif Farooqi Korea/Sohyun Park Indonesia/ Ika Septiana Sari and Farid I. Wahyudin EASA/Daniel Cruz
Industry	IATA/Shane Ngai Other Industry partners (TBD) Japan / Murakami Takahiro
AIG	APAC-AIG
AGA	APAC RO
Technical Assistance	APAC RO
Participation Promotion	APRAST Co-Chairs

7.2.3 Each custodian, together with their supporting members, presented the revised ORG roadmap to the Co-Chair (State) of ORG WG and the APRAST Co-Chair (State). The roadmap reflected the outcomes of their prior discussions and incorporated the proposed amendments. During the presentation, each action item and its corresponding performance metrics were examined in detail, and the Co-Chairs reached consensus on the revisions, formally endorsing the agreed actions and measures.

7.2.4 Further to align with the ICAO GASP framework it was decided that the ORG and OPS roadmaps to be extracted from the AP-RASP and would be published as new, dedicated document under the title “AP-RASP Safety Roadmap 2026-2028). The two documents worked in concert that the AP-RASP provided the overarching strategy, while the roadmaps outlined the specific, adaptable actions for implementation. AP-RASP Safety Roadmap was designed to be flexible and updated with the approval of APRAST to adapt to emerging situations and constraints.

7.2.5 All were requested to provide their input on APRASP 2026-28 by 31 December 2025 to meet the RASG-APAC timelines.

7.3 Breakout Session – SRP WG

7.3.1 The SRP WG presented the Annual Safety Report 2025 and agreed on the following enhancements for future editions:

- a) Include progress tracking on the achievement of AP-RASP goals and targets.
- b) Highlight key action items, such as new revisions to safety enhancement initiatives or regional safety advisories.

7.3.2 The United States requested for future editions of the ASR to address other industries in particular, air navigation service providers.

8. AGENDA ITEM 8: ANY OTHER BUSINESS**8.1 FSF AP-CAS WORKSHOPS TO ADDRESS CONTRIBUTING FACTORS TO SYSTEM COMPONENT FAILURE – WP/14**

8.1.1 The Flight Safety Foundation's Asia Pacific Centre for Aviation Safety (FSF AP-CAS) was launching a regional initiative to address recommendations from its Airworthiness Needs Analysis Study (2017–2023), which examined challenges related to System Component Failure (SCF-NP and SCF-PP). This study identified issues in regulatory oversight, component integrity, and reporting practices. Following the study's recommendations, endorsed by APRAST/23, AP-CAS was developing and proposed three specialized workshops in coordination with the ICAO APAC Regional Office and COSCAP-SEA.

8.1.2 The Meeting noted that these workshops were designed to extend coverage of the material initially presented in two FSF webinars for regulators and industry earlier in 2025. The three planned hybrid workshops include: Workshop 1 (Expected February 2026), focusing on Continuing Airworthiness Responsibilities for State regulator personnel; Workshop 2 (Expected Mar/April 2026), addressing ICAO International Requirements for Aeronautical Parts Conformity, Traceability, and Suspected Unapproved Parts (SUPs); and Workshop 3 (Expected May/Jun 2026), concentrating on enhancing Airworthiness Information Management and Safety Investigation Practices. The Meeting was invited to note the ongoing effort and encourage participation by States and industry, with the workshops planned to be held at ICAO APAC RO in Bangkok.

8.1.3 The Secretariat remarked that the workshops were subject to availability of the ICAO APAC RO. APRAST Co-Chair (State) suggested that the workshops could be hosted by any volunteered States/Administrations.

9. AGENDA ITEM 9: PRESENTATION OF APRAST/24 DRAFT REPORT

9.1 The Meeting reviewed and discussed the Draft APRAST/24 Report and adopted two (02) Decisions. A list of APRAST/23 Decisions and Conclusions can be found at **Attachment 3** to this Report.

10. AGENDA ITEM 10: DATE AND VENUE OF NEXT MEETING

10.1 The Meeting noted that APRAST/26 Meeting would be tentatively scheduled between 22 - 26 June 2026 in Bangkok, Thailand.

10.2 The APRAST Co-chairs appreciated all the delegates for their active participation and contribution, particularly noting the robust discussion held by the WGs. The Chairs noted that allowing more time for the Working Group to report on progress would be beneficial in the next APRAST. Appreciations were extended to participants from States and industry for their contributions in publishing the AP-RASP and its roadmap.

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List of Updated APRAST/23 Decisions and Conclusions

Conclusion/ Decision No ---	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision APRAST 23/1 –	Decision APRAST 23/1: New APRAST Structure & Workstreams – WP/14	<p>That,</p> <p>a) The new structure as proposed in WP/14 will progressively be adopted from the next APRAST Meeting;</p> <p>b) The elements of the new structure which are sustainable and effective would then be formalized through the development of Terms of Reference for the newly formed OPS, ORG and SRP Working Groups, drawing upon the existing ToRs from the SEI, AP-RASP, and SRP WGs respectively;</p> <p>c) The newly constituted SRP Working group would assume responsibility for developing the AP-RASP from the 2029 triennium onwards.</p>	All	Action in accordance with the Decisions.	APRAST/24	<p>a.) The new structure, as formalized in the Terms of Reference, shall be trialed in APRAST/24.</p> <p>b.) The draft Terms of Reference for the OPS, ORG and SRP Working Groups have been developed and formalized after the trial in APRAST/24.</p> <p>c.) The mechanism and necessary resources of the SRP WG required for the development of the AP-RASP shall be formalized in APRAST/24.</p> <p>d.) New Co-Chairs to be Elected for relevant WG in APRAST 24. The elected Co-Chairs will take over the tasks as applicable.</p> <p>e) APRAST 24 to be held next week from 01-05 December 2025 shall formalize the new formation of APRAST Working Groups. As such, no other action is pending for the new APRAST Structure and Work Streams except the ToRs to be updated in the RASG-APAC Procedure Handbook by RASG-APAC/16 in 2026.</p> <p>Action: Proposed to Close.</p>	RO

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of August 2023	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision APRAST 23/2 –	Decision APRAST 23/2: i) Nurturing A Positive Safety Culture – WP/8 ii) AEROTHAI’s Reporting Culture – WP/9 iii) Flight Data Monitoring (FDM) oversight best practices: Promoting the optimal use of FDM insights and a Positive Safety Culture – WP/17	That, a) Facilitate the development of workshops that aim to enhance understanding and provide platforms for leaders to exchange best practices and cultivating a sustaining and truly robust set of safety culture. b) AP-RASP WG to consider the inclusion of ‘Safety Culture’ in the next version of the RASP.	ORG WG APAC RO	Action in accordance with the Decisions.	APRAST/24	The promotion of Safety Culture through workshops should be recognized as a continuous process. APRAST may invite volunteers to host and organize these events as necessary. Consequently, this Decision is proposed to be closed. Action: Proposed to Close.	RO

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<p>Decision APRAST 23/3 –</p>	<p>Decision APRAST 23/2: Establishing a Mechanism for Addressing Global High-Risk Categories under Runway Safety – WP/8</p>	<p>That, a.) SEI WG will finalize a draft on the GAPPRI implementation tracker and draft a State Letter by the end of October 2024 for ICAO APAC RO’s consideration. b.) ICAO APAC RO will send the State Letter to share the GAPPRI implementation tracker and associated guidance material with States/Administrations.</p>	<p>OPS WG APAC RO</p>	<p>Action in accordance with the Decisions.</p>	<p>APRAST/24</p>	<p>a.) OPS WG submitted the draft on the GAPPRI to ICAO APAC RO. b.) APAC RO sent the State Letter Ref.: T 6/8.2 – AP001/25 (FS) dated 3 January 2025 requesting States responses related to GAPPRI and subsequently received eight responses from States/Administrations. The State letter Ref.: T 6/8.2 – AP075/25 (FS) was sent on 1 July 2025 to follow up on the submission. Action: Proposed to Close</p>	<p>RO</p>
<p>Decision APRAST 23/4 –</p>	<p>Decision APRAST 23/3: FSF’s Regional Airworthiness Needs Analysis Study – Progress Report and Proposed Follow Up Actions – WP/11</p>	<p>That, a) SEI Working Group considers the recommendations contained in WP/11 for development of future Safety Enhancement Initiatives (SEIs). b) APRAST to consider inclusion of System Component Failure for Non-Powerplant (SCF-NP) and Power Plant (PP) into the RASP.</p>	<p>OPS WG ORG WG</p>	<p>Action in accordance with the Decisions.</p>	<p>APRAST/24</p>	<p>a.) The recommendations in the FSF’s Regional Airworthiness Needs Analysis Study are as the basis to determine applicable SEIs for risks related to System Component Failure for both Non-Powerplant (SCF-NP) and Power Plant (PP) in the AP-RASP 2026-2028. b.) OPS and ORG WGs agreed to incorporate the SCF-NP (from GASP 2026-2028) and SCF-PP (an APAC-specific addition) into AP-RASP 2026-2028 as Other regional risks category of occurrences. Action: Proposed to Close</p>	<p>RO</p>

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<p>Decision APRAST 23/5 –</p>	<p>Decision APRAST 23/4:</p> <p>i) Towards a harmonized approach to mitigating Fire Risks associated with Lithium Battery Power Banks carried by Passengers in Aircraft: an urgent need for Actions – WP/15</p> <p>ii) Lithium Battery and E-Cigarette related Cabin Fire Risks – an Emerging Safety Issue in the Republic of Korea – WP/16</p>	<p>That,</p> <p>a) The proposals outlined in WP/15 and 16 refer to the SEI Working Group for consideration and development of any follow-on initiatives.</p>	<p>OPS WG</p>	<p>Action in accordance with the Decisions.</p>	<p>APRAST/24</p>	<p>The RASG-APAC Safety Advisory (RSA) No. 2025-002 on <i>Raising Awareness of Risks of Cabin Fire and Smoke Events Associated with Lithium Batteries Carried by Passengers</i> has been published by OPS WG on Teams.</p> <p>Follow-on initiatives will further be discussed within the ORG WG in APRAST/24.</p> <p>Action: Proposed to Close</p>	<p>RO</p>
<p>Decision APRAST 23/6 –</p>	<p>Decision APRAST 23/5 – SEI WG Breakout Session Outcome</p>	<p>That,</p> <p>a) The AP-RASP 2026–2028 should be aligned with the GASP’s high-risk categories, newly defined operational risk categories, and the overall structure of the GASP 2026-2028.</p> <p>b) ICAO APAC Office shall formally request ICAO HQ for the advance versions of the ICAO GASP 2026–2028</p>	<p>APAC RO OPS WG ORG WG</p>	<p>SEI Output Review and update</p>	<p>APRAST/24</p>	<p>a.) The draft of AP-RASP 2026–2028 has been developed to align with the GASP 2026–2028 structure. All five GASP’s Global High-Risk Categories (G-HRCs) have been adopted as Regional High-Risk Categories (R-HRCs) with the consideration of the three new other Operational Risks (ARC, TURB, and SCF-NP).</p> <p>b.) ICAO APAC RO distributed the draft GASP 2026–2028 from HQ to related APRAST WGs for the development of the draft AP-RASP 2026–2028 as necessary. The RASG/15 Meeting (WP/3/06) approved in principle the draft of the AP-RASP 2026–2028.</p> <p>APRAST/24 will further refine the draft of AP-RASP 2026-28, and the revised/updated draft will be published in Q1 2026.</p>	<p>RO/ ICAO HQ</p>

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		(Doc 10004), Global Aviation Safety Roadmap (Doc 10161), and Manual on the Development of Regional and National Aviation Safety Plans (Doc 101361) from the ICAO Headquarters to be used as a reference for updating the AP-RASP.				Action: Proposed to Close	
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List of Updated RASG-APAC/15 Decisions and Conclusions

Conclusion/ Decision --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision RASG- APAC 15/1 — A & B	Updates on the PIRG and RASG Coordination Mechanism – JWP/1/01	That, APANPIRG and RASG-APAC to develop the Coordination Mechanism further as articulated in the Attachment A to WP/7/01 and table it in 15 th PIRG & RASG Coordination Meeting with applicable Terms of References (ToRs) to be incorporated in respective Procedure Handbooks.	APANPIRG & RASG-APAC	Action in accordance with the Decision.	By RASG-APAC/16 & APANPIRG/37	Progress: Action: In Progress	RO
Decision RASG- APAC 15/2 — A & B	Review of Decisions and Conclusions Adopted at APRAST 23 – WP/3/05	That, RASG-APAC/15 endorsed the status of all Decisions adopted at APRAST/23, as described in Attachment A of the WP/3/05.	RO APRAST	Action in accordance with the Decisions.	By RASG 15	Progress: All items of APRAST/23 Decisions and Conclusions are Closed and endorsed by RASG-APAC/15. Action: Proposed to be Closed	RO

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Conclusion/ Decision --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision RASG- APAC 15/3 — A & B	Update on Work Done by APAC- AIG – WP/3/05	That, RASG-APAC/15 endorsed APAC-AIG future annual meetings to be held for three days instead of two days in accordance with the Decision APAC-AIG 13/1.	RO APAC-AIG	Action in accordance with the Decisions.	By RASG 16	Progress: Venues are booked accordingly in ICAO Bangkok Office for next year. Action: In Progress	RO AIG Chairs
Decision RASG- APAC 15/4 — A & B	Update on Work Done by APAC- AIG – WP/3/05	That, RASG-APAC/15 endorsed: a) the Decisions adopted at APAC-AIG/13 and the status of all Decisions adopted at APAC/AIG-11 and APAC-AIG-12, as described in Attachment A and B of the WP/3/05; and b) the APAC-AIG Yearly Work Programme 2025-2026 as described in Attachment C of the WP/3/05.	RO APAC-AIG	Action in accordance with the Decisions.	By RASG 16	Progress: Action: In Progress	. RO AIG Chairs

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Conclusion/ Decision --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision RASG- APAC 15/5 — A & B	Updates on the Progress made by the Asia-Pacific Regional Aviation Safety Plan Working Group (APRASP WG) – WP/3/06	That, RASG-APAC/15 endorsed in principle the AP-RASP 2026-28 to be published in Q1 of 2026 incorporating any further suggestion/edits arising from the APRAST/24 meeting.	RO APAC AIG APRAST OPS WG ORG WG	Action in accordance with the Decisions.	By RASG 16	Progress: Start Implementation of the Roadmap after the AP-RASP is formally published. Action: In Progress	RO
Decision RASG- APAC 15/6 — A & B	Update from Safety Enhancement Initiative (SEI)/OPS WG WG – WP/3/07	That, APAC RO to facilitate finding a suitable repository for RASG-APAC Safety Advisories (RSA) in coordination with OPS WG (e.g. Safety Tools in ICAO APAC Website).	RO OPS WG	Action in accordance with the Decisions.	By RASG 16	Progress: RO shall Place the RSAs under the ‘Safety Tools’ at ICAO APAC Website as a new Menu Action: In Progress	RO IT
Decision RASG- APAC 15/7 —	Update on RASG- APAC Procedure Handbook - WP/3/09	That, the next amendment of the RASG-APAC Procedural Handbook (4th Edition) to be tabled in RASG-APAC/16 after incorporating the changes taking place with regards to the restructuring of APRAST	RO ALL WGs	Action in accordance with the Decisions.	By RASG 16	Progress: Action: In Progress	RO

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Conclusion/ Decision --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
A & B		subsidiary bodies and incorporating necessary ToRs by March 2027.					
Decision RASG- APAC 15/8 — A & B	Review of progress of RASG-APAC/14 Decisions and Conclusions - WP/4/01	That, RASG/15 endorsed the Status of the Updated RASG-APAC/14 Decisions and Conclusions presented in Attachment A to WP/4/01.	All	Action in accordance with the Decisions.	By RASG 15	Progress: All items of RASG-APAC/14 Decisions and Conclusions are Closed and endorsed by RASG-APAC/15. Action: Proposed to be Closed	-
Decision RASG- APAC 15/9 — A & B	Review of progress of RASG-APAC/14 Decisions and Conclusions - WP/4/02	That, RASG/15 endorsed the status of the Yearly Work Programme 2024/2025, as presented in Attachment A of WP/4/02.	All RASG-APAC and Sub-Groups	Action in accordance with the Decisions.	By RASG 15	Progress: All items of Yearly Work Programme 2024/2025 approved in RASG-APAC/14 are Closed and endorsed by RASG-APAC/15. Action: Proposed to be Closed	RO

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Conclusion/ Decision --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision RASG- APAC 15/10 —	ICAO Pacific Small Island Developing (PSID) States Liaison Office Progress and Planned Activities 2025/2026 – WP/5/03	That, a) Pacific Small Island Development (PSIDS) to introduce a website/portal where inputs for the supports related to training and OJTs can be requested against the needs of PSIDS; and b) States/Administrations are urge to provide experts for the requested support once informed through a State Letter on the readiness of the website/portal.	PLO PSIDS RO	Action in accordance with the Decisions.	By RASG 16	Progress: Action: In Progress	RO to follow up with PLO for PSIDS

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Conclusion/ Decision --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision RASG- APAC 15/11 —	Enhanced Data Driven Approach to Identifying Operational Safety Risks – WP/5/05	<p>That,</p> <p>a) APRAST and its relevant Working Groups to trial this voluntary, precursor event monitoring mechanism for a fixed period of one to two years by identifying and collecting an initial selection of feasible indicators from volunteer States; and</p> <p>b) ICAO APAC RO to support the trial by consolidating and aggregating the States’ voluntary submissions and submitting to APRAST for further analysis; and</p> <p>c) Upon completion of the trial, APRAST to</p> <ul style="list-style-type: none"> - report back to RASG-APAC on the outcomes of the trial; and - develop associated guidance material and suitable reporting format / mechanism for regional update. 	<p>APRAST</p> <p>RO</p>	Action in accordance with the Decisions.	By RASG 16	<p>Progress:</p> <p>Action:</p> <p>In Progress</p>	RO to follow up with APRAST

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Conclusion/ Decision --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision RASG- APAC 15/12 —	Transport of Dangerous Goods by Unmanned Aircraft - WP/5/08	That, APAC RO to refer the WP/5/08 on the carriage of dangerous goods by unmanned aircraft to the appropriate expert groups of the ICAO HQ for their consideration.	RO	Action in accordance with the Decisions.	By RASG 16	Progress: Action: In Progress	RO to follow up with ICAO HQ

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Conclusion/ Decision --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision RASG- APAC 15/14 —	RASG-APAC Yearly/Standing Work Programme 2025/2026 (proposed) – WP/6/01	That, the proposed RASG-APAC 2025/2026 Yearly Work Programme was approved, as in Attachment A of WP/6/01.	RO ALL	Action in accordance with the Decisions.	By RASG 16	Progress: New three tasks are included and Sub Groups will implement accordingly. Action: In Progress	RO to follow up

— END —

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RASG-APAC 2025/2026 YEARLY WORK PROGRAMME

TASKS	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
TASK-1 (New Task)				Related APRAST Working group	RASG–APAC to prepare the report on the progress/achievements of Delhi Declaration safety aspects arising from the Ministerial Conference 2024.
<p><u>STATUS TASK-1: OPEN</u></p> <p>Action:</p> <p>The next Ministerial Conference Venue, Date and Time is yet to be set. Once formalized the APRAST and relevant groups under RASG-APAC shall start working on the report.</p>					

TASKS	Decision RASG-APAC	APRAST/AIG Ref	Subject Ref (if any)	Champion	Brief Description
TASK-2 (New Task)				All APRAST WG & AP-RASP Custodians & APAC RO	With the support of identified Volunteers/ Champions, APRAST to consider incorporating the following tasks related to AP-RASP 2026-28 Roadmap by the Custodians as mentioned in AP-RASP and Volunteers nominated through the State Letter; <ul style="list-style-type: none"> a. Implementation of OPS ROADMAP given in Appendix A of AP-RASP Document b. Implementation of ORG ROADMAP given in Appendix A of AP-RASP Document.
<p><u>STATUS TASK-2: OPEN</u></p> <p>Action:</p> <p>The GASP-2026-28 is already published. However, ICAO Doc 10161, 10162 and 10131 only advanced version is published. The groups shall start working asap.</p>					

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TASKS	Decision RASG-APAC	APRAST/AIG Ref	Subject Ref (if any)	Champion	Brief Description
TASK-3 (New Task)					1) AIG Co-Chairs, together with AIG-EG to follow up the Action Items of APAC-AIG Annual Work Programme 2023-2024 that are related to the AP-RASP 2026-28 implementation and monitoring coordinating APRAST and their Sub-Groups. 2) Report the implementation progress of AP-RASP AIG Action Items to next RASG.
<p><u>STATUS TASK-3: OPEN</u></p> <p>Action:</p> <p>AIG tasks are well distributed within the AIG EG.</p>					

— END —

LIST OF PARTICIPANTS

Total registered participants = 87

Total number of States / Administration = 18

Int'l Organization / Industry Partners = 7

ICAO = 6

	States / Administrations / International Organizations / Industry Partners	No. of participants
1.	Australia	2
2.	Bhutan	2
3.	Hong Kong, China	3
4.	Macao, China	3
5.	France	1
6.	India - online	2
7.	Indonesia	4
8.	Japan	1
9.	Lao PDR	6
10.	Malaysia	2
11.	Maldives	2
12.	Pakistan	2
13.	Philippines	2
14.	Republic of Korea	6
15.	Singapore	4

	States / Administrations / International Organizations / Industry Partners	No. of participants
16.	Thailand	20
17.	United States	4
18.	Viet Nam	6
	<i>Int'l Org / Industry Partners</i>	
1.	ACI	1
2.	AAPA	2
3.	Airbus	2
4.	Boeing	4
5.	EASA	2
6.	FSF	2
7.	IATA	2
8.	COSCAP-SEA	1
	ICAO APAC	6
	Total	94

State / Name		Designation / Organization
1.	Australia	
	1. Mr. Michael Burgess	Section Manager Safety Systems Safety, Risk and Intelligence Branch Air Navigation, Transformation & Risk Division Civil Aviation Safety Authority
	2. Ms. Cherie Love	Senior Safety Programmes Specialist Civil Aviation Safety Authority
2.	Bhutan	
	3. Mr. Karma Dorji	Aerodrome officer Bhutan Civil Aviation Authority
	4. Mr. Samten Dorjee	Chief of Flight Safety Division Bhutan Civil Aviation Authority
3.	Hong Kong, China	
	5. Capt. Norman WONG	Aviation Safety Inspector Civil Aviation Department
	6. Mr. Francis CHAN	Acting Senior Safety Officer Civil Aviation Department
	7. Ms. Rose CHEUNG	Assistant Safety Officer Civil Aviation Department

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State / Name		Designation / Organization
4.	Macao, China	
	8. Mr. TSE Wai Pong (Vincent)	Acting Department Head (Flight Standards) Civil Aviation Authority of Macao
	9. Mr. Man Keong LEI	Assistant Safety Officer (Flight Standards) Civil Aviation Authority of Macao
	10. Mr. IP Seng Chao	Safety Manager Macao International Airport Co., Ltd.
5.	France	
	11. Mr. Thibaut Lallemand	Asia Pacific Cooperation Director Direction Générale de l'Aviation Civile (DGAC)
6.	India – online	
	12. Mr. Maneesh Kumar	Joint Director General Director General of Civil Aviation
	13. Mr. Rahul Agarwal	Assistant Director Air Safety Director General of Civil Aviation
7.	Indonesia	
	14. Mr. Arifianto Arifianto	SSP Data Analyst DGCA Indonesia
	15. Mr. Ryan Komala	Legal Division Directorate General of Civil Aviation Ministry of Transportation Indonesia
	16. Mr. Adin Eka Fiyanzar	Air Navigation Inspector DGCA Indonesia
	17. Ms. Ika Septiana Sari	Air Navigation Inspector (Chief of Unmanned Aircraft Operation, Directorate of Air Navigation) Directorate of Air Navigation DGCA Indonesia
8.	Japan	
	18. Mr. Takahiro Murakami	Special Assistant to the Director International Planning and Coordination Office, Aviation safety and Security Department Japan Civil Aviation Bureau [JCAB] Ministry of Land, Infrastructure and Transport [MLIT]
9.	Lao PDR	
	19. Mr. Pouthasone Bounnhavong	Deputy Director Flight Standards Division Department of Civil Aviation of Lao PDR
	20. Mr. Phantha Pemphanith	Deputy Director of Aerodrome Standards Division Department of Civil Aviation of Lao PDR
	21. Mr. Vixay Vorlachit	Officer of Air Navigation Standards Division Department of Civil Aviation of Lao PDR

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State / Name		Designation / Organization
22.	Mr. Bounlieng Phommathi	Director of Aircraft Accident-Incident Investigation Office Permanent Secretary Office
23.	Mr. Anousack Kittilath	Deputy General Director Airports of Lao PDR (AOL)
24.	Mr. Monviseth Phanvongsa	Deputy Director of Inspection Division Lao Air Navigation Services
10. Malaysia		
25.	Captain Sulaiman Bin Tulot	Executive Flight Operations Civil Aviation Authority of Malaysia Division
26.	Captain Shamsul Afkar Bin Abd Rahman	Executive Flight Operations Division Civil Aviation Authority of Malaysia
11. Maldives		
27.	Mr. Abbas Rashad	Assistant Manager Maldives National Air Traffic Services
28.	Mr. Ahmed Shafeeu	Assistant Manager Maldives National Air Traffic Services
12. Pakistan		
29.	Mr. Ghulam Sarwar Magsi	Additional Director SQMS (Regulations) Pakistan Civil Aviation Authority
30.	Ms. Mahrukh M Hussain	Deputy Director AT&ER / ICAO Cell Pakistan Civil Aviation Authority
13. Philippines		
31.	Ms. Nelsie Fabila	Corporate Executive Officer IV Safety and Quality Management Office Civil Aviation Authority of the Philippines
32.	Mr. Rafael N. Ison	Information Technology Officer I Safety and Quality Management Office Civil Aviation Authority of the Philippines
14. Republic of Korea		
33.	Mr. Ki Yang Kim	Aviation Safety Inspector Flight Standard Division Korea Office of Civil Aviation(KOCA) Ministry of Land ,Infrastructure and Transport (MOLIT)
34.	Mr. Jangsu Yoo	Aviation Safety Inspector Flight Standards Division Korea Office of Civil Aviation (KOCA) Ministry of Land, Infrastructure and Transport (MOLIT)

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State / Name		Designation / Organization
35.	Ms. Sohyun Park	Technical Officer Aviation Safety Policy Division Korea Office of Civil Aviation (KOCA) Ministry of Land, Infrastructure and Transport (MOLIT)
36.	Ms. Kum Joo LEE	Deputy Director Flight Standard Division Korea Office of Civil Aviation (KOCA) Ministry of Land, Infrastructure and Transport (MOLIT)
37.	Mr. Hyun Shik Yoon	Head of Safety Investigation Team Korean Air
38.	Mr. Bennet Allen Walsh	Senior Vice President Korean Air
15.	Singapore	
39.	Mr. Alan Foo <i>Co-Chair (States)</i>	1 Deputy Director-General / Chief Risk Officer Civil Aviation Authority of Singapore
40.	Mr. Nick Leow	Head (Safety Assurance) Safety Policy & Planning Division Civil Aviation Authority of Singapore
41.	Capt. Paul Martin	Head (Strategy & Planning) Safety Policy & Planning Civil Aviation Authority of Singapore
42.	Ms. Lesley-Anne Tan	Manager (Strategy & Planning) Safety Policy & Planning Division Civil Aviation Authority of Singapore
16.	Thailand	
43.	Mr. Kajonpat Maklin	Deputy Director General - Safety The Civil Aviation Authority of Thailand
44.	Ms. Patnaree Piraphatnapong	Senior Aviation Safety Standards Officer 8 The Civil Aviation Authority of Thailand
45.	Ms. Patchara Kongthanasarasith	Senior Aviation Safety Standards Officer 8 The Civil Aviation Authority of Thailand
46.	Mr. Thanathep Tanumore	Senior Aviation Safety Standards Officer 8 The Civil Aviation Authority of Thailand
47.	Ms. Sataporn Chainarong	Senior Aviation Safety Standards Officer 8 The Civil Aviation Authority of Thailand
48.	Mr. Varayu Vanasuvan	Senior Airworthiness Officer 7 The Civil Aviation Authority of Thailand
49.	Ms. Pinthong Choungchot	Senior Aerodrome Standards Senior Officer 7 The Civil Aviation Authority of Thailand
50.	Mr. Suthep Chantrapunth	Senior Aviation Safety Standards Officer
51.	Mr. Napat Urailert	Senior Aviation Safety Standards Officer
52.	Mr. Nathdanai Sinsupahn	Aviation Safety Standards Officer

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State / Name		Designation / Organization
	53. Mr. Chakkaphan Meenakorn	Aviation Safety Standards Officer
	54. Ms. Nirutchara Permpoonanunчай	Aviation Safety Standards Officer
	55. Mr. Nawat Sukhopala	Transport Technical Officer, Practitioner Level Department of Airports, Thailand
	56. Ms. Saifon Obromsook	Director, Safety Management Department Aeronautical Radio of Thailand Ltd. (AEROTHAI)
	57. Mr. Ponkrit Sawedsud	Systems Engineer (Safety Management System) Aeronautical Radio of Thailand Ltd. (AEROTHAI)
	58. Ms. Wichanat Phoompiew	Executive Services Standards Officer Aeronautical Radio of Thailand Ltd. (AEROTHAI)
	59. Miss Duangtawan Pinpimai	Expert, Director Level Aeronautical Radio of Thailand Ltd. (AEROTHAI)
	60. Ms. Staratee Nuangwang	Director of Aerodrome Safety Division Airports of Thailand Public Company Limited (AOT)
	61. Mr. Kittitat Premrote	Senior Aerodrome Safety Officer Aerodrome Standards and Safety Department Airports of Thailand Public Company Limited (AOT)
	62. Mr. Voravit Vejajiva	Manager – Safety Services Bangkok Airways Public Company Limited
17.	United States	
	63. Mr. Chad Brewer	SEI WG State Co-Chair Foreign Affairs Specialist Accident Investigation and Prevention U.S. Federal Aviation Administration Washington, DC 20591
	64. Mr. Shayne Campbell	Senior Air Traffic Representative, Asia Pacific Federal Aviation Administration American Embassy – Singapore Singapore 258508
	65. Mr. Angel Luna	Operational Safety Analyst/PA-RAST Vice Chair Office of Accident Investigation and Prevention Federal Aviation Administration Washington, DC 20591
	66. Mr. Caspar Wang	Aviation Safety Senior Representative, Asia Pacific Aviation Safety Federal Aviation Administration American Embassy – Singapore Singapore 258508
18.	Viet Nam	
	67. Mr. Dam Tuan Toi	Official Civil Aviation Authority of Vietnam
	68. Mr. VU Xuan Linh	Airworthiness Inspector Civil Aviation Authority of Vietnam

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State / Name			Designation / Organization
	69.	Mr. Binh Lam Phung	Deputy Head of Safety and Quality Control Department, Vietnam Airport Corporation
	70.	Mr. Dinh Quang Dang Nguyen	Safety Officer of Safety and Quality Department Vietnam Air Traffic Management Corporation (VATM)
	71.	Ms. Mai Nguyen Thi Tuyet	Safety Unit Northern Region Air Traffic Services (NORATS)
	72.	Mr. Nguyen Manh Quan	Deputy Manager of SMS Division of VATM

State / Name			Designation / Organization
INTERNATIONAL ORGANIZATION / INDUSTRY PARTNERS			
1. Airport Council International (ACI)			
	73.	Ms. Badriyah Noordin	Senior Manager
2. Association of Asia Pacific Airlines (AAPA)			
	74.	Mr. Roshan Joshi	Technical Director
	75.	Mr. Desmond Yeoh	Manager – Technical Affairs
3. Airbus			
	76.	Mr. David Fernandez Martinez	Regional Safety Director SE Asia
	77.	Mr. Adrian Abraham	Regional Safety Director – South East Asia
4. Boeing			
	78.	Mr. Gunter Ertel	Associate Technical Fellow - System Safety
	79.	Mr. Kelvin Chow	Senior Regulatory Affairs Safety Specialist
	80.	Mr. Dino Ngo	Senior Safety & Regulatory Affairs Engineer
	81.	Mr. Myles Brown	Director, Global Safety & Regulatory Affairs, Asia Pacific
5. EASA			
	82.	Mr. David Waller	EASA representative in South East Asia
	83.	Mr. Daniel Cruz	ATM/ANS and Safety Management Expert
6. Flight Safety Foundation (FSF)			
	84.	Mr. Mitchell Fox <i>Co-Chair (Industry)</i>	Director of the Foundation
	85.	Mr. Chris Carter	Director of the Flight Safety Foundation's Asia Pacific Centre for Aviation Safety
7. International Air Transport Association (IATA)			
	86.	Mr. Shane Man Chung Ngai	Senior Manager Safety
	87.	Ms. Michelle Low	Principal – Asia

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State / Name		Designation / Organization
ICAO APAC		
88.	Mr. Tao Ma	Regional Director
89.	Mr. S M Nazmul Anam	Regional Officer, Flight Safety
90.	Mr. Atipong Dharmasaroja	Regional Officer, Safety Implementation
91.	Mr. Farid Imam Wahyudin	Technical Assistance/ Air Transport Officer
92.	Mr. Arif Fajari	Regional Officer, Environment and Climate Change
93.	Ms. Saranya Weerarakdecha	Aerodromes and Ground Aids Officer
COSCAPs		
94.	Mr. Sudhir Kumar Singh	Chief Technical Advisor and Programme Coordinator (CTA/PC) COSCAP-SEA

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	2	Election of the Co-Chairs – OPS WG, Co-Chair (Industry)	Secretariat
WP/03	3	Update of APRAST/23 Decisions and Conclusions	Secretariat
WP/04	4	Progress Update of RASG-APAC/15 Decisions and Conclusions	Secretariat
WP/05	4	Update of RASG-APAC/15 Yearly Work Programme 2025/2026	Secretariat
WP/06	5	Updates on Asia-Pacific Regional Safety Plan (AP-RASP) 2026-2028	Secretariat
WP/07	5	Aviation Safety Reporting in Support of Safety Intelligence: Europe’s Experience and Possible Relevance for Asia-Pacific	EASA
WP/08	5	Aviation Safety Action Programme Initiative for the Asia Pacific Region	PA-RAST
WP/09	5	Towards a Harmonized Regional Approach to Crew Resource Management (CRM) in the Asia-Pacific Region	AAPA
WP/10	5	Towards a Harmonized Approach to Lithium-Ion Power-Bank Carriage and Use in the Aircraft Cabins	AAPA & IATA
WP/11	5	Surveys on SSP/SMS and Safety Culture Implementation in APAC	AP-RASP WG
WP/12	5	Development of a Regional Approach for State Safety Data Collection and Processing Systems (SDCPS)	Pakistan
WP/13	5	Responding to Space Weather (Solar Radiation) Vulnerability	Secretariat
WP/14	8	FSF AP-CAS Workshops To Address Contributing Factors to System Component Failure	Flight Safety Foundation

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PRESENTATIONS

PPT No.	Agenda	Title	Presented by
PPT/01	5	FOCUSED DISCUSSION on ‘Practical Challenges: Integrating FDA into Airline SMS’	IATA
PPT/02	5	FOCUSED DISCUSSION on “Flight Data Monitoring: Accountability + Culture = Safer Operation”	Boeing
PPT/03 (WP/09)	5	Towards a Harmonized Regional Approach to Crew Resource Management (CRM) in the Asia-Pacific Region	AAPA
PPT/04 (WP/12)	5	Development of a Regional Approach for State Safety Data Collection and Processing Systems (SDCPS)	Pakistan

LIST OF APRAST/24 DECISIONS

Decision APRAST 24/1: Towards a harmonized approach to Lithium-Ion Power-Bank Carriage and Use in Aircraft Cabins – WP/10	
That, OPS WG to develop regional guidance for the carriage and use of passenger lithium-ion power banks.	<p>Expected Impact:</p> <input checked="" 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 checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
Why: Addressing the risks due to carriage and use of Lithium-Ion Power-bank in Aircraft Cabins	
When: By APRAST/25	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> OPS WG <input type="checkbox"/> ORG WG <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> APAC States/Administrations <input type="checkbox"/> Other: Industry	

Decision APRAST 24/2: Surveys on SSP/SMS & Safety Culture implementation in APAC – WP/11	
That, APRO to send WP/11 to the appropriate expert groups of the ICAO HQ for their consideration.	<p>Expected Impact:</p> <input checked="" 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 checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
Why: Enhance Positive Safety Culture in APAC Region	
When: By APRAST/25	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> OPS WG <input checked="" type="checkbox"/> ORG WG <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> APAC States/Administrations <input type="checkbox"/> Other: Industry	

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