



International Civil Aviation Organization  
Asia and Pacific Office

**Twenty-fourth Meeting of the Asia Pacific Regional Aviation Safety Team  
(APRAST/24)**

*(Bangkok, Thailand, 01 to 05 December 2025)*

**Agenda Item 3: Update, Discuss and Review of Progress of APRAST Activities**

**REVIEW OF DECISIONS AND CONCLUSIONS ADOPTED AT APRAST/23  
AND ITS PROGRESS**

*(Presented by the Secretariat)*

This Paper presents:

1. The Decisions and Conclusions adopted at the APRAST/23 Meetings held in Bangkok, Thailand from 7-11 April 2025.
2. Status of APRAST/23 Decisions and Conclusions.
3. Action required as described in paragraph 3.

**1. INTRODUCTION**

- 1.1 APRAST/23 was held from 07-11 April 2025 and adopted 06 Decisions.

**2. DISCUSSION**

- 2.1 APRAST/23 was held from 07-11 April 2025 in Bangkok, Thailand and adopted 06 Decisions which are all Closed. The status of the Decisions and Conclusions adopted at APRAST/23 can be found in **Attachment A** to this paper.

**3. ACTION BY THE MEETING**

- 3.1 The Meeting is invited to Review the Decisions & Conclusions adopted in **Attachments A** which is also endorsed by the RASG-APAC/14 last week.

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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)
<b>Decision APRAST 23/1 –</b>	<b>Decision APRAST 23/1: New APRAST Structure &amp; Workstreams – WP/14</b>	That,  a) The new structure as proposed in WP/14 will progressively be adopted from the next APRAST Meeting;  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;  c) The newly constituted SRP Working group would assume responsibility for developing the AP-RASP from the 2029 triennium onwards.	All	Action in accordance with the Decisions.	APRAST/24	a.) The new structure, as formalized in the Terms of Reference, shall be trialed in APRAST/24.  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.  c.) The mechanism and necessary resources of the SRP WG required for the development of the AP-RASP shall be formalized in APRAST/24.  d.) New Co-Chairs to be Elected for relevant WG in APRAST 24. The elected Co-Chairs will take over the tasks as applicable.  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.  <b>Action:</b> <b>Proposed to Close.</b>	RO

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)
<b>Decision APRAST 23/2 –</b>	<b>Decision APRAST 23/2:</b> <b>i) Nurturing A Positive Safety Culture – WP/8</b>  <b>ii) AEROTHAI’s Reporting Culture – WP/9</b>  <b>iii) Flight Data Monitoring (FDM) oversight best practices: Promoting the optimal use of FDM insights and a Positive Safety Culture – WP/17</b>	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	APRAST may call for volunteers to organize and host workshops focusing on Safety Culture and related safety issues which should be a continuous process. Hence the Decision is proposed to be closed.  <b>Action:</b> <b>Proposed to Close.</b>	RO

<b>Decision APRAST 23/3 –</b>	<b>Decision APRAST 23/2: Establishing a Mechanism for Addressing Global High-Risk Categories under Runway Safety – WP/8</b>	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.	OPS WG APAC RO	Action in accordance with the Decisions.	APRAST/24	a.) SEI 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.  <i>Only a limited number of responses have been received so far. To allow the non-responding States sufficient time to complete the response or provide feedback regarding the submission challenges, ICAO RO proposes to add this Decision into the APRAST Yearly Work Programme 25/26 for further following up.</i>  <b>Action:</b> <b>Proposed to Close</b>	RO
<b>Decision APRAST 23/4 –</b>	<b>Decision APRAST 23/3: FSF's Regional Airworthiness Needs Analysis Study – Progress Report and Proposed Follow Up Actions – WP/11</b>	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.	OPS WG ORG WG	Action in accordance with the Decisions.	APRAST/24	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. Both are categorized as Other Regional Risks.  <b>Action:</b> <b>Proposed to Close</b>	RO

<b>Decision APRAST 23/5 –</b>	<b>Decision APRAST 23/4:</b>  <b>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</b>  <b>ii) Lithium Battery and E-Cigarette related Cabin Fire Risks – an Emerging Safety Issue in the Republic of Korea – WP/16</b>	That, a) The proposals outlined in WP/15 and 16 refer to the SEI Working Group for consideration and development of any follow-on initiatives.	OPS WG	Action in accordance with the Decisions.	APRAST/24	<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 shall be discussed within the ORG WG in APRAST/24.</p> <p><b>Action:</b> <b>Proposed to Close</b></p>	RO
<b>Decision APRAST 23/6 –</b>	<b>Decision APRAST 23/5 – SEI WG Breakout Session Outcome</b>	That, 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. b) ICAO APAC Office shall formally request ICAO HQ for the advance versions of the ICAO GASP 2026–2028	APAC RO OPS WG ORG WG	SEI Output Review and update	APRAST/24	<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) are adopted as Regional High-Risk Categories (R-HRCs). For GASP’s three new other Operational Risks (ARC, TURB, and SCF-NP), two (TURB and SCF-NP) are incorporated into the AP-RASP 2026–2028. ARC is identified as a precursor to RE &amp; RI. Additionally, SCF-PP is recognized as APAC’s additional Operational Risk.</p> <p>b.) ICAO APAC RO distributed the draft GASP 2026-2028 from HQ to related APRAST WGs for the development of the AP-RASP 2026-2028 as necessary.</p> <p>c) APAC RO with APRAST to decide on the timeline of publishing the revised/updated version of AP-RASP 2026-28.</p>	RO/ ICAO HQ

		(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.				<p>d) WP/3/06 will be presented to update on the Progress of 2026-2028 version of AP-RASP Publication.</p> <p><b>Action:</b> Proposed to Close</p>	
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